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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

JANUARY 1954





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NUMBER 443

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• **FRONT COVER:** SAILOR plots succession of radar fixes on maneuvering board during a shipboard exercise.

• **AT LEFT:** FLIGHT DECK of USS Franklin D. Roosevelt (CVA 42) serves as 'air strip' for Navy blimp shown in process of taking off.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



NO NEED to stow it under the mattress—Navy's new and modernized ships have more convenient locker space.

Fighting Ships—

They're Still Snug But a Better Fit

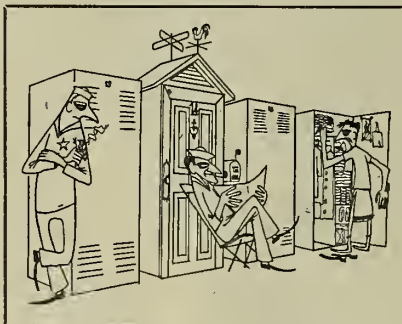
CHIEF Joe Brown, usn, flashed his I. D. card at the sentry, passed through the gate to the naval shipyard and turned hard right.

Joe knew the base and he knew his destroyers. He'd served in tin cans in World War II and in the Pacific and again in the Sixth Fleet in the Mediterranean. He knew the ships and was looking forward to duty in this one, *uss Meredith*.

He had swung in the right direction automatically and was now approaching the pierhead. As he rounded the corner of a shop building, the familiar outline of a *Gearing*-class destroyer caught his eye. He spotted the big "890" on her bow. This was the one all right.

She was just out of a yard overhaul and you sure could tell it. Scraggly scars had been scraped into her deck paint. Wood chips and waste clogged the corners. Her topside needed nothing so much as a good washdown.

Joe strode quickly up the brow and saluted aft, then the Officer of the Deck, "Brown, Chief Machinist's Mate, reporting aboard for duty, sir."



"Glad to have you aboard, Chief," the OOD replied.

After turning his orders over to the quartermaster and exchanging a few words, Joe swung down the nearest ladder for a look around. He stepped into the crew's mess—and stopped in his tracks!

Someone had been doing something to this ship, something besides dirtying up her topside. And what they had done was enough to gladden the heart of any tin can sailor.

The mess compartment looked like a Times Square restaurant. Warm fluorescent lights flooded down from the overhead. The traditional rows of long tables and benches that

stretched the length of the mess hall had given way to groups of four-man and two-man tables and benches with backs!

Instead of the usual plain white bulkheads and gray painted deck, Joe found a rust-red deck underfoot, blue gray and white mingled to brighten the bulkheads and a sparkling white overhead.

Sticking his head around the corner for a look at the steam table line-up, he quickly noted one big improvement. Instead of having the ladder leading into the area in such a position that the men standing in chow line had to double back and around to get ready to move down the steam tables, the ladder was turned end for end, thus eliminating a nasty snarl.

Another innovation, a dumb waiter, had been installed next to the steam tables. It will bring the hot food directly down from the galley on the main deck above. Anyone who has ever had a bowl of hot soup poured down his neck while standing in chow line would appreciate that little change, Joe mused to himself.

A bit dazed, Joe moved out of the mess hall and forward to the crew's washroom. Pushing open the door, he had to blink. There along the bulkhead stood, not the usual jumble of basins and pipes, but a gleaming, orderly arrangement of stainless steel basins flanked by rows of small-sized lockers.

Each member of the crew who uses that washroom, Joe learned later, is assigned a locker for his toilet articles. When he gropes his way in for his morning shave, he simply has to open his locker, detach the removable door from its hinges and hang the whole affair up over the basin. For inside the door, attached by small clamps, are his toothbrush, toothpaste, razor, etc.—ready for action. Also in the locker go his towel and wash cloth. There they are automatically dried between times by air from the ship's system which is forced through the wire-mesh lockers.

Backing out of the glistening wash room, Joe ducked down one deck and stepped into the forward crew's berthing compartment. Here again the change was obvious.

Beneath each bunk was a row of sliding drawers for personal effects. At the foot of each tier of bunks stood full-length perforated aluminum lockers. A couple of writing tables and chairs were spotted about the roomy compartment.

The old steel bunks had been ripped out and replaced with modern, aluminum three-tiered jobs, each one equipped with a sponge rubber (neoprene) mattress.

Our "Chief Brown," used here as an example, is not an actual person. However, there is nothing the slightest bit unreal about the transformation that new crewmen like Joe Brown will find when they board *Meredith* for the first time. It's all just as Joe saw it for *Meredith* represents the first tangible results of a new far-reaching plan to improve living conditions aboard U. S. ships of the Fleet for both officers and enlisted men.

This is not to say that the Navy hasn't been concerned about livability in its ships right along. It has—as evidenced, for example, by the increased use of air conditioning for temperature and humidity control in the last 40 years. Four decades ago, air conditioning was used only to keep the powder dry; today it is being installed in all or part of a

variety of vessels ranging from submarines to aircraft carriers.

But the new livability program (or "habitability" as it is known officially), goes a lot farther than air conditioning alone. It brings into focus all the factors that go to make a ship a home. It is a well-integrated program through which the Bureau of Ships design people hope to reverse the current tendency to cram "hardware" into every available nook and cranny in a ship.

The tendency to put more and more equipment into a hull that wasn't designed for it was a natural outgrowth of the increased complexity of modern sea warfare. Technological improvements marched on, and Navy commanders naturally wanted each new improvement aboard their ship. Radar with all its little "black boxes," new fire control equipment, loran, fancy plotting facilities—all these things were brought aboard and increased the ship's fighting effectiveness.

The result has been that, to make way for the new machines, crews have been crowded into smaller and less comfortable spaces. The little ships with many assignments have suffered most, but crews of all naval vessels have been caught up in the spreading jungle of gadgets.

Two years ago the Navy gathered its experts together for an assault on the problem. The first step was to make "Habitability," the word coined for the program, a "military characteristic" for each new ship. This meant that "habitability" would be considered along with all other major factors that determine a ship's ultimate form—armament, armor, speed and maneuverability—and if necessary compromised with them.

Acting under a direction from the Chief of Naval Operations, the Operational Development Force at Norfolk, Va., turned loose a posse of specialists which swarmed over more than 200 different ships of all types of the Atlantic Fleet. This group produced a detailed, 12-volume report that in the end may affect the living conditions of every ship in the Navy today as well as every new ship built in the future.

The investigators launched their attack on three major fronts:

- An item-by-item survey of the living spaces, bunks, lockers, washroom equipment and messing facilities of individual ships.
- Scientific measurements of at-



MODERN fire support ship (IFS) has sleek berthing for crew (above). Messing facilities are greatly improved.



QUARTERS for chiefs are roomier, more comfortable (above). Officers' wardroom takes on 'new look,' too.





BEFORE: Acute 'congestion' marked old-type galley. Right: Sailor tries to sleep while shipmate gropes for coat.

mospheric conditions, including temperature, ventilation, noise, vibration and odor.

- Opinion polls among a total of 7300 officers and men on what they themselves thought of the living conditions in their ships.

In the course of the investigations, some weird facts were discovered:

- One cargo ship, for example, was so hard pressed for bunk room for the crew, it had to sling hammocks for its men in a cargo hold.

- A survey ship placed four bunks in a garbage disposal room.

- A battleship had crammed 32 bunks into two gun turrets and a combat information center.

These fact-finding missions led the investigators to basic causes. Digging deep, the analysts probed the missions of the ships in an effort to determine if more clear-cut assignments of missions might help reduce the excess gear. They pored over historical records, scrutinized the findings on living conditions of other agencies including research institutions, industrial designers, uni-

versities, manufacturers and the British, Canadian and Turkish navies. In all, more than 1,000,000 separate items were noted, analyzed and developed.

Their conclusion: Living conditions on practically all types of Navy ships today are in need of improvement. If the need is not met, the Navy in general will suffer in decreased efficiency of the men who man the ships and perhaps a declining re-enlistment rate.

The face-lifting job given the destroyer *Meredith* is one result of the OpDevFor survey. The idea here was to evaluate the livability features that could be built into an existing ship on a conversion budget.

In this case, it was found possible, by redefining the ship's missions, to reduce her complement by four officers and 31 enlisted men. Then, using the living space saved as a result of the reduction in personnel, modifications were made—the changes Joe Brown found on his first-day tour of inspection. The cost of the modifications was approxi-

mately \$500,000, an amount slightly less than the cost of the new three-inch 50-caliber gun system which was installed during the same overhaul period.

But the improvements made in *Meredith*, substantial as they are, are but a part of the story. Conversion of an existing ship is an expensive proposition. On the other hand, the same features that would cost heavily to install in a ship already in being can be built into a new ship with far less expense.

For this reason, it is the ships still on the building ways or just reaching the blueprint stage that excite the imagination and put a twinkle in the eyes of the BuShips "experts in shirtsleeves."

This collective twinkle is now being translated into a number of noteworthy livability improvements now being built into ships under construction in the current building program.

For example, in Puget Sound, Wash., they're putting the finishing touches to a new and more power-

AFTER: Remodeled compartment, dumb waiter, speed chow line. Right: Utility shield adds ready stowage for crew.





CROWDED, drab messing compartments are 'on way out.' Right: CPOs' mess is in line for a face-lifting, too.

ful rocket-firing amphibious ship, the Inshore Fire Support Ship *Carronade* (IFS 1). The job of this ship will be similar to that now done by the LSMRs—to steam in close to shore, say, during an amphibious invasion and let fly with a barrage of power-packed rockets to wipe clear the beach area.

In the new rocket ship, special attention was given to installing functional living and messing areas. Berthing areas in the IFS-1 are roomy and modern. Crewmen will sleep in ordinary tiered bunks, but each tier will be separated from the next one by a perforated metal separator along the long dimension of the berths, designed to give the occupants a little privacy yet still allow a good circulation of air through the compartment.

The compartment will be brightly colored and several of the new-style four-man tables with chairs have been spotted around to provide space for writing a letter or knocking off a correspondence course.

Down in Pascagoula, Miss., on the Gulf Coast, the Navy has under construction the first in a new class of icebreaker that will also take advantage of several new wrinkles in livability.

The design of the new breaker illustrates a point emphasized by BuShips that livability features, like everything else that goes into a ship, must be tailored to meet the special characteristics of that ship.

In fast rolling ships such as icebreakers, destroyers, etc., functional arrangement of furniture and fixtures depends on the way a man stands to use a particular item. The wash basins and mirrors, for example, are much more easily used if the man faces forward or aft. Standing this way, he is in a more natural position to shift his weight with the roll of the ship and it is possible to keep both hands free. Another advantage in having a man stand either forward or aft of wash basin is that if water overflows, there is a better chance that it will not wet the man.

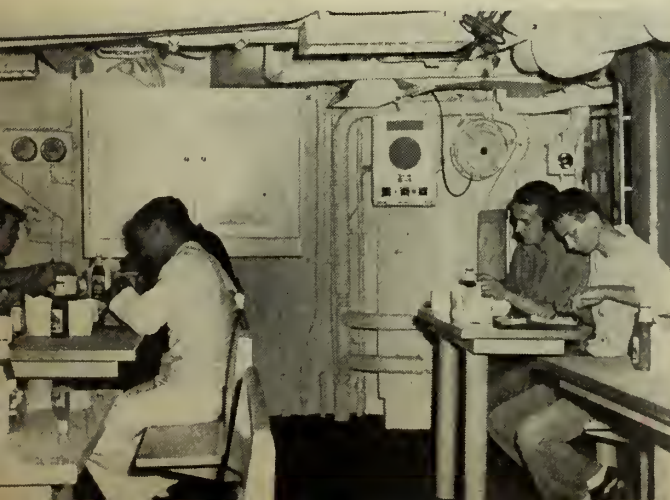
In general, this idea has been in practice a long time but with the emphasis on habitability it is being stressed even more.

BuShips has now developed a sort of "shelf-full" of livability features which a designer can make use of, or reject, for his particular type of ship. Here are some of the items now on the shelf with examples of how they are being used in ships now under construction.

Lighting—Fluorescent fixtures are coming into their own. Although the initial cost of installing fluorescent fixtures is somewhat higher, they should pay for themselves in lower power consumption (up to 50 per cent lower according to lighting experts). *Carronade*, (IFS-1), for instance, will be only the second surface ship to have fluorescent lighting in all her living spaces (*Meredith* was the first).

Messing—"Traffic control" is the big problem here, how to direct the flow of men through the mess line and to the tables in the most efficient

NEW color scheme, more room, mark modernized crew's mess. Right: CPOs now can enjoy real 'clublike atmosphere.'





HAND-DRYING became an 'art' in old-style washrooms. Right: Bottom bunks and wastebaskets provided the only seats for recreation, relaxation.

manner. Functional design of messing spaces is the answer, a design allowing room for the waiting mess line, for the rapid serving of food and for comfortable conditions for the men while eating.

The design of the messing area of the large aircraft carrier *USS Forrestal* (CVA 59) shows how the four-man table again is used to good effect. At the end of each of the ship's two big mess areas will be several rows of the small-sized tables.

These tables will serve a double purpose. During regular meal time, they will provide messing space in the normal fashion. In between meals, during times when the snack bar in each mess is open, the same tables will be used by off-duty sailors

like tables at a corner soda fountain. A recreation area and library off the snack bar area will add to the recreational facility.

Color—Color is another consideration in making Navy ships more livable. Although there is probably no scientific basis for the theory that certain colors reduce seasickness or raise the morale of a crew to any appreciable extent, designers are nevertheless proceeding on the basis that pleasant colors, carefully matched, make for pleasant surroundings (as well as easing eye strain by cutting down reflection).

Hence, a number of new colors will probably make their appearance in new construction. Not too many, though, for each new color added to the Navy standard rainbow means

new headaches of supply for logistics planners.

One example of what can be done with carefully matched colors can be seen in *Carronade's* mess hall. Here's how it will look: light blue-green for the overhead and two of the four bulkheads; white for the two remaining bulkheads; coral for chair seats and upholstered benches against the bulkhead; buff for table tops; and dark green for the linoleum that will cover the deck.

At little extra cost, other small but useful livability features can be added to ships.

One such feature is the clever toilet article locker Joe Brown found in *Meredith*. Another is a small canvas "utility bag" that will hang next to a man's bunk and can hold such items as slippers, a book or the current copy of *ALL HANDS* (overnight only!).

The livability features like the ones outlined in this article—and others that will be dreamed up in the future—are not going to turn the U. S. Navy into a fleet of floating palaces, as some newspaper headlines may have given the reading public the impression.

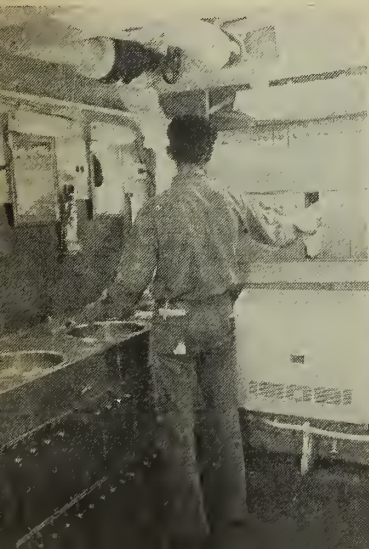
For from it. A warship is going to remain just that—a ship of war, a compact piece of fighting machinery whose every effort is directed toward the purpose of meeting the enemy in battle and defeating him.

The value of the new improvements in livability will lie in the fact that such features should produce a more efficient fighting man. Instead of reporting to his battle station out of sorts from crowded washrooms, an elbow-knocking meal and a half hour spent waiting for his chow on a rain-swept weather deck, the Navyman should show up in a better frame of mind to operate the complicated piece of equipment assigned to him. Instead of reporting still tired from a night in a steaming hot compartment or one reeking with odors from the galley, he should appear on deck well-rested and ready to lick the world—or at least that small part of it allotted to his ship.

It is toward this end that the livability program is directed.

Chances are that in the future there will be a lot more Joe Browns who will gawk around like new recruits when they get their first look at what the designers have done to their new ship.

CONVERTED washrooms contain individual lockers; forced ventilation dries towels. Right: Tables and chairs make chess game easier for these sailors.





Utility Squadron

PROVIDING realistic targets for air-to-air gunnery and simulating enemy air attacks for training anti-aircraft gun crews keep the Navy's utility squadrons busy. Typical of these hard-working outfits is Utility Squadron SIX(K) at NAS Norfolk, Va.

Eleven drone-operating teams, each capable of working independently, are included in the squadron organization. They perform services for naval vessels and shore batteries in the Mediterranean, Caribbean and Atlantic.

Men of Utility Squadron SIX(K) are seen here as they perform their everyday duties:

Upper left: Aviation electronics technicians observe signal strength and check setting of radio receiver to assure drone's proper flight. *Upper right:* Members of the squadron adjust electrically powered starter in front of propeller hub of drone prior to takeoff. *Right center:* Amidst a gust of compressed air, radio-controlled drone is catapulted. *Lower right:* Drone is flown by "pilot" signaling from "mother plane." Position of control stick determines drone's flight. *Lower left:* Pilotless drone, left, flies air-to-air with Navy fighter F7F, which houses controls in second cockpit.—Joseph MacCurdy, JOSN, USN.



THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **EXAMINATION RULES** — Four hard and fast rules that apply to all candidates taking the service-wide examinations for advancement in February have been released by the U. S. Naval Examining Center.

It is essential that each candidate follow these instructions so that his answer sheet can be processed efficiently and so that he can receive the proper score.

(1) An electrographic pencil must be used when marking your answer sheet. If an electrographic pencil cannot be used, the letters "NGP" must be printed under "NavPers 18000" on your answer sheet.

(2) On your answer sheet be sure to blacken in thoroughly only ONE answer for each question.

(3) If you do not blacken in thoroughly the proper answer spaces on your answer sheet, the scoring machine cannot pick up your answers and give you credit for them.

(4) If you blacken in more than one answer space on your answer sheet, that item is counted as wrong. If any marks of any sort appear on the answer part of your answer sheet other than the one space blackened in for the answer, that item on which the marks appear is counted as wrong.

• **AUGMENTATION PROGRAM** — In the latest selections under the Regular Navy Augmentation Program, 45 Naval Reserve line and Staff officers have been selected for permanent appointment in the U. S. Navy.

Included in the addition to Regular Navy officer ranks are 24 officers of the line, 12 of the aviation line, one in the Medical Service Corps, four in the Supply Corps, three in the Chaplain Corps and one in the Civil Engineer Corps.

The appointments were made in the grades of commander, lieutenant commander and lieutenant.

As this issue went to press there was no new word on the future of the augmentation program. Statute authority for the program ran out the end of 1953 but new legislation to enable the program to be continued has been submitted to Congress. Watch the "Legislative Round-up" for the latest information on the program.

• **NEW POCKET CARD** — A "triple threat" card spelling out what to do in case of atomic, biological or chemical attack will soon be issued for all personnel to carry in their wallets.

The new card, which supersedes an earlier one describing what to do in case of an atomic attack alone, is divided into three sections, explains how to recognize whether a detonation is an atomic, biological or chemical one, and tells how to treat injuries or effects of such attacks.

The purpose of the card is to keep all personnel informed of advances made in combating the effects of any of the three types of attack. Officials reason that if individuals know what to expect, and what action to take, panic at the scene of the disaster will be reduced.

• **NO MORE 'RESTRICTED'** — In a broad change in its classification of written material, the Navy has eliminated the category of "Restricted." Henceforth, everything will be classified as "Top Secret," "Secret" or "Confidential."

In addition, the phrase "Security Information," which was used to call special attention to the fact that a publication was classified, is also dropped and will no longer be used.

The new set-up is explained in Alnav 59, which was based on an Executive Order. To carry out the directive, everything presently classified "Restricted" is to be downgraded to non-classified *except as follows*:

(1) When it is positively determined that information marked "Restricted" requires protection in the interests of national defense. Then it shall be up-graded to "Confidential."

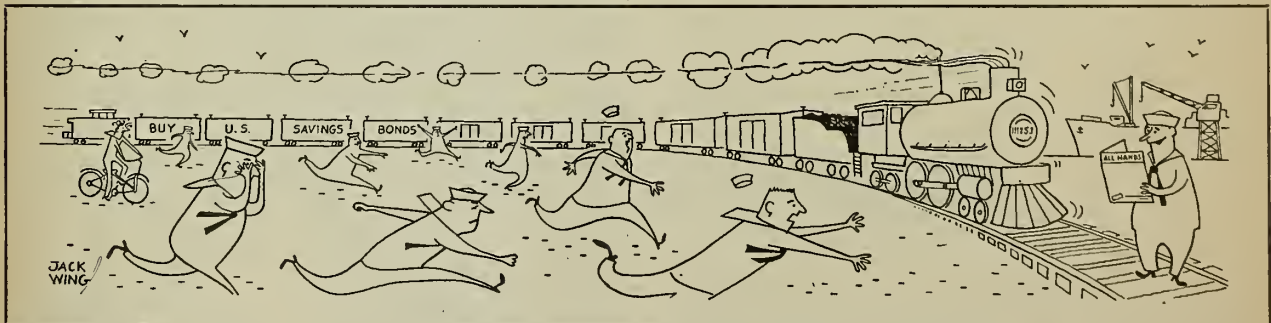
(2) All information received from friendly foreign governments and marked "Restricted" by those governments. It shall also be classified as "Confidential."

(3) All material directly related to crypto systems now classified "Restricted." This shall be up-graded to "Confidential."

(4) All messages classified "Restricted." These are up-graded to "Confidential." The content of such messages shall then be reviewed and where possible shall be declassified after processing. Processing will include appropriate reference to communications security procedures to assure that crypto systems are not compromised by the declassification.

New definitions for the three remaining types of classified material are:

"Top Secret"—Information or material the defense aspect of which is paramount, and the unauthorized



PASS THIS COPY ALONG—Stay on the right track and save this issue of ALL HANDS for nine other guys to read.

disclosure of which could result in exceptionally grave damage to the nation such as leading to a definite break in diplomatic relations affecting the defense of the U. S.; an armed attack against the U. S. or its allies; a war, or the compromise of military or defense plans, or intelligence operations; or scientific or technological developments vital to the National Defense.

"Secret"—Material the unauthorized disclosure of which could result in serious damage to the nation such as jeopardizing the international relations of the U. S., endangering the effectiveness of a program or policy of vital importance to the National Defense, or compromising important military or defense plans, scientific or technological developments important to National Defense, or information revealing important intelligence operations.

"Confidential"—Information or material the unauthorized disclosure of which would be prejudicial to the defense interests of the nation.

• OCCUPATIONAL HANDBOOKS

—The third edition of the "Occupational Handbook for Men" and the first edition of the "Occupational Handbook for Women" have been published by the Navy. These manuals, which contain comprehensive descriptions of naval enlisted occupations, are for use by recruiters, classification personnel and civilian guidance counselors in secondary schools and colleges.

The manual for men follows the format of the editions published in 1948 and 1950 except that the new editions have been enlarged to include "briefs" on the Naval Aviation Cadet Program, Wave Officers, Officer Candidate School, Reserve Officer Candidates, nurses, and emergency service ratings.

In the 1950 edition, one brief covered the various officer programs. This has now been expanded so that each program is covered by a separate brief.

The two handbooks are designed to give an over-all picture of what each rating in the Navy does, who is eligible for it, what civilian jobs or training are helpful and, conversely, what civilian jobs are open to those who qualify in the various ratings.

The "Occupational Handbook for Women" follows closely the manual for men with only a few minor

changes in phrasing. It describes the 27 ratings which women are eligible to perform.

• **TRAVEL ALLOWANCE ON RETIRING**—A recent decision of the Comptroller General of the United States has ruled that members of the Reserve components of the Armed Forces "are limited in their entitlement to select a home for travel and transportation purposes upon retirement."

Prior to this decision, members of the Naval Reserve, upon retiring following a period of not less than one year of continuous active duty, could choose their home and collect reimbursement for travel and transportation allowance to that place, in the same manner as members of the Regular Service.

However, under the new ruling, Naval Reservists will now be limited to making a choice between their home of record or the place from which they were ordered to active duty.

Further clarification of the ruling will be forthcoming in the future. Until that time members of the Reserve who retire will be limited to the entitlement prescribed in Joint Travel Regulations, paragraph 4156, case 9(b).

• NEW COMBAT INSIGNIA —

Combat Operation Insignia have now been authorized for Navy personnel who have served on duty with and have been attached to Fleet Marine Force units in active combat with an armed enemy.

The insignia are authorized for the period beginning with the hostilities in Korea, and are further authorized to include any future wars, conflicts or insurrections.

The insignia will be bronze replicas of the official U. S. Marine Corps emblem and will be worn centered on the appropriate campaign ribbon.

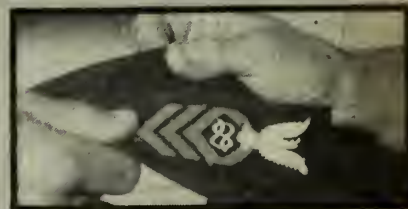
For personnel who served with FMF units in combat in Korea, the emblem will be worn on the Korean Service ribbon.

The insignia will not be issued by the Department of the Navy but will be available for purchase at Navy exchanges.

Details concerning the new insignia and the determination of eligibility are contained in BuPers Inst. 1650.4.

QUIZ AWEIGH

What's in store for you in '54? This month's quiz should get you off to a good start. If you get stopped, the right answers are on page 53.



1. The specialty mark in the rating badge above identifies the (a) electronics technician, (b) patternmaker, (c) apprentice petty officer.

2. Called the "apprentice knot," it came into use about (a) 1940, (b) 1850, (c) 1890.



3. This flag, blue stars and anchor on a field of white, is flown for the (a) Assistant Secretary of the Navy, (b) Under Secretary of the Navy (c) Assistant Secretary of the Navy for Air.

4. Reversing the colors, the flag with white stars and anchor on a field of blue is flown for the (a) Assistant Secretary of the Navy for Air, (b) Secretary of Defense, (c) Secretary of the Navy.



5. The sailors, above, are performing an age-old Navy practice. What is it? (a) Cutting a "dido," (b) swabbing the deck, (c) holystoning the deck.

6. This particular job is most efficiently done on (a) wooden decks, (b) steel decks, (c) concrete decks.

QUIZ AWEIGH ANSWERS
ON PAGE 53.

On the Shape of Ships to Come

Important statements concerning the status of the Navy in the world of today and the future have been made by the new Chief of Naval Operations, Admiral Robert B. Carney, USN, who took over his office last August.



CNO Carney

What are the upcoming needs of the Navy? What is the shape of ships which will

join the fleet in the future, and what is the role of the Navy in the atomic age? In a series of several speeches, Admiral Carney has touched on these points and on the continuing evolutionary development of our Navy that has made it the greatest in the world.

In the following paragraphs are excerpts, arranged according to general subjects, covering some of the points that CNO has made in his public statements which are considered of particular interest to the general reader and to the Navyman.

Evolution of Our Navy

- The Navy of today looks almost nothing like the Navy of 20 years ago. The jobs that we have to do bear very little resemblance to the things which I look back on as extremely simple 20 years ago.

This era is somewhat akin to the period when the Navy developed a submarine diesel engine which opened new vistas for diesel power utilization in dredges, cranes, and trucks. This era is also reminiscent of the days when the sailing ships were confronted with the first steam warships.

During those periods of transition, as today, we would have been silly if we had arbitrarily restricted our imaginations and so restricted our future capabilities.

- We have no preconceived ideas as to what the fleet will look like a couple of decades from now. All we know is that we have a job to do in controlling the seas and we will use every possible "Buck Rogers" device necessary to enable us to discharge that responsibility to the United States.

- This Navy of yours is not shackled by old-fashioned ideas; its thinking has been dynamic and its thinking has accomplished dynamic developments. Immediately after VJ-Day the Navy went to work on the future. The submarine developments were gaining the edge over the defense against submarines; so the Navy called in the best scientific brains in the country and imagination was unrestrained. An old battleship was turned over to the Operational Development Force as a guinea pig for all manner of operational tests of new ideas. The Marines went after the helicopter in a big way and have developed new assault tactics unheard of in World War II. The Navy has guided missiles in production. A carrier type plane will be able to carry an atomic weapon. We are working on faster and better amphibious types. We have developed tactics in equipment to minimize damage from atomic attack.

Vulnerability of the U. S.

- All about us are the manifestations of epoch-making changes—not the least of which is that for the first time there is the possibility of actual

attack on the Continental United States.

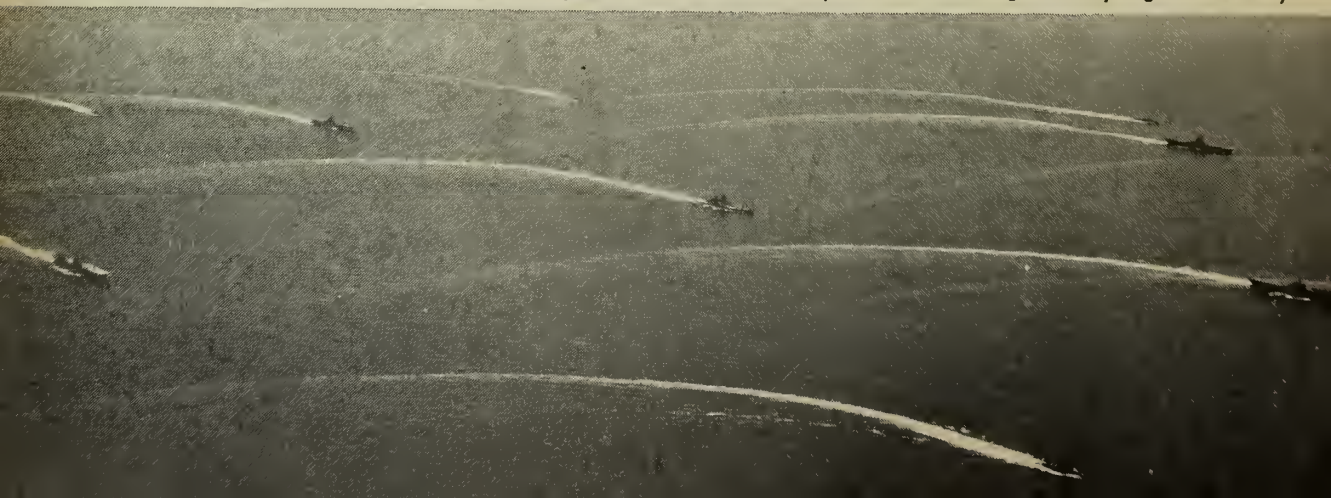
You may have noticed as you glance at a globe that the United States is in reality a giant island in the middle of the world cut by oceanic space from both allies and possible enemy forces alike. A closer scrutiny of United States' map, the kind of scrutiny undoubtedly given it by envying eyes, reveals that within 100 miles of Uncle Sam's coastal perimeter lie three fourths of his 16 major cities. Some 6000 miles of coastal frontiers lie exposed to attack from the sea, either by ship, aircraft, or submarines.

- I have done my best in my short time [as CNO] not only to see what the Navy is doing today but to try to visualize where the Navy is going. We know, for instance, that twice in our lifetimes our side has very nearly lost a war because we weren't prepared to counter a threat against the seas and we know that our allies, without whom we can't exist in my opinion, cannot survive if we lose control of the seas. We have to think what threat can be leveled against us in our own use of the oceans.

Sea Power in the Atomic Age

- Can you imagine the effect of a nuclear powered unfriendly naval task force composed of, let us say, carriers loaded with supersonic jets, guided missile cruisers, and destroyers and submarines, all loaded with atomic weapons, capable of enduring several months at sea while maintaining incredible surface speeds? In 1939 who thought that buzz bombs would soon streak across English skies or that radar would ultimately

TASK FORCES, such as this one executing high speed turn in Sea of Japan, maintain vigils, carry fight to enemy.



replace the man in the crow's nest for early warning?

Although the threat of a nuclear powered enemy fleet does not appear imminent, the future possibility can not be ruled out in the manner of the ostrich. It must not be overlooked in estimating future requirements. It is axiomatic that potential capabilities of potential troublemakers always powerfully influence the future shape, size and composition of tomorrow's Navy.

A-Bomb and the Navy

- How about this A-bomb, or the thermonuclear bomb?

We can do our best to resist the attack in that form—and that is about all you can do. To say that fleet formations are obsolete because somebody has a big pickle is like telling us all to get out of Washington because somebody can destroy it. You aren't going to give up this place here. You are going to take a chance. And because you are Americans, you are going to accept the risk. We don't know what this [thermonuclear] weapon will do. I don't know, and there isn't a man that knows whether it will ever be used or not. But if it is used, the final weapon that is going to win [in such a war] is guts and character.

Nuclear Propulsion in the Navy

- It may very well be that in this 20th Century naval supremacy will go to the first nation that converts from oil to atoms.

As you know we are already building two nuclear powered submarines. They are the Navy's Model T's of the atomic age. The new submarine engine has been tested over an extended period and I can only say, it is better than our expectations. Now we must get on to fine custom jobs. Anybody knows that if you can power a submarine with atoms, you can power any kind of ship, including of course, the aircraft carrier and the guided missile ship.

- Let us imagine for a moment the practical applicability and effect of a nuclear powered fleet. What utility for instance would be made of the hull spaces where fuel oil used to be? It would give to the aircraft carrier increased stowage for aircraft and aircraft fuels; to the cruiser and battleship, increased ammunition stowage, guided missile capacity, and decreased vulnerability to battle damage; to the destroyer, increased endurance and high speeds. All



BIG CARRIER, USS Forrestal (CVA 59), now under construction at Newport News, will have retractable island to provide for an unobstructed flight deck.

ships would have increased versatility, increased speed, reliability, mobility, flexibility, and decreased cost of operation. In a few words, ships would be lighter, more powerful, and cheaper to operate.

The cost for logistic support, one of the major costs of the combatant task force, would be vastly reduced. The Navy's heavy requirement on high quality fuels would cease to be the major sea-borne logistical problem. This is not an unhappy thought when one considers the vulnerability of overseas oil fields, and the current drains on our own reserves.

- The point we must try to realize is that nuclear propulsion is no longer over the horizon. It is here. It is no longer a question of re-

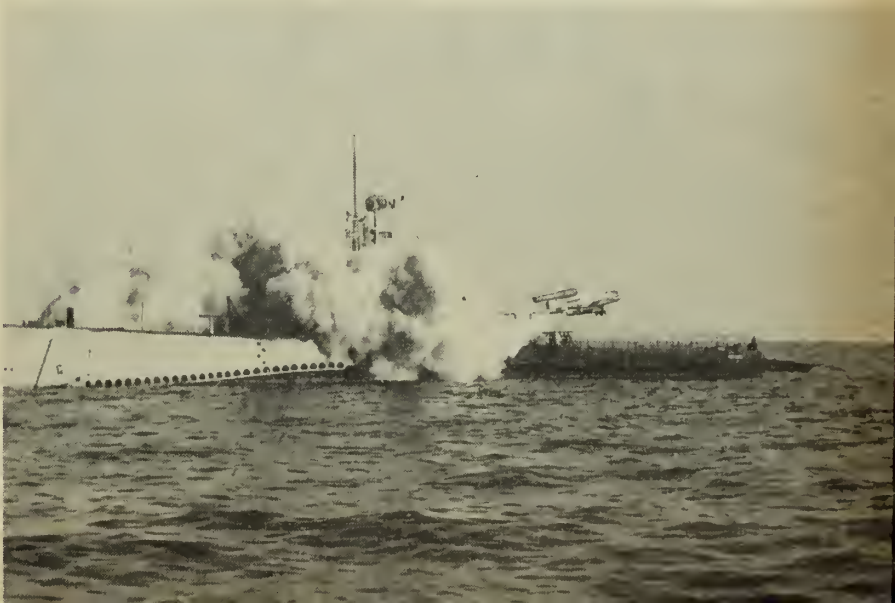
search and development. A goodly supply of facts about nuclear reactors is available. The problem that remains is the engineering task of building reactors into ship's hulls.

The Navy Today and Tomorrow

- All these new developments do not mean that suddenly one morning five years away, or even ten years hence, we will awaken to find we have a shiny new fleet. That would be technically unacceptable and economically unsound. We must make our changes carefully—experimenting, testing, and analyzing as we go, in no other way can we avoid that military and economic nightmare; the costly but obsolescent inventory.

- We were suddenly precipitated

GUIDED MISSILES of all descriptions—including surface to air, surface to surface, air to surface and air to air—are now being phased into fleet.



[in 1950] into the Korean affair. We found that the World War II types and techniques were reasonably satisfactory.

But now, we are in 1954. The signs of the times point unmistakably to the fact that many changes are already here. Many more are just around the corner.

- If we retain some of the older types and techniques and weapons in our locker it is neither because we are resisting progress nor because we have been denied the funds for modern weapons to put in the arsenal.

In many places, on many occasions, and in many types of military operations, results can be achieved with the older and cheaper devices and it would be wasteful to throw the ultimate weapon when something less would serve. There is no use shooting quail with the artillery.

MIGHT of battleship hull is shown in early photo of USS Iowa (BB61). BB hull 'can take more damage than any other hull that has ever been devised.'

Carriers

- I see new opportunities for the carrier, but the fundamental capability of the carrier in an offensive role, to me, is a fixed and firm requirement. The carriers under construction are a function of that progress. It is my own personal view that these carriers need not become larger and larger, because the thought which fostered that idea was originally predicated upon the assumption that A-bombs were big bombs that couldn't be carried by anything but big planes. That has changed.

- With the advent of handier-sized atomic weapons we may have some relief from the increase of plane sizes and weights which were forcing us toward bigger ships. But carriers we must have — as mobile bases for attack, for interception over the waters, and for use wherever we

need tactical aviation that can not be supplied in time from sources ashore.

Submarines

- The submarine is here to stay, too; the only trouble with submarines is that the horizons of submarine uses are widening so fast that one hesitates to freeze a design for mass production as yet. They have proven potentialities as bearers of guided missiles; as the capabilities of the missile increase, so too, will the submarine become more and more potent. Their use of nuclear power is, in itself, a revolutionary step and possibly only an infant's first step. In any event, we must accelerate the submarine building program as rapidly as our design thinking jells into durable shape.

- The possibilities of submarines are simply unfolding so fast that it is almost impossible to keep track, not only on our side but on the other side. This country [could be attacked] through missiles launched by submarines.

Guided Missiles

- In the field of guided missiles I think we are witnessing the end of a major phase. We fully expect, very soon, to introduce to the operating Navy guided missiles of all descriptions; surface to air, surface to surface, air to surface, and air to air. The fact that all these missiles are being phased into the fleet at the same time represents the fulfillment of the planners' dreams.

Battleships and Cruisers

- Many of the rugged battleship and cruiser hulls of World War II vintage will prove to be priceless as cheap and ready vehicles for guided missiles and new gadgets.

- It is very hard to visualize in a global war very many places where the old *Missouri*, armed as she was, would be absolutely essential to our operations. On the other hand, that hull can take more damage than any other hull that has ever been devised and being able to stay alive is also a very important thing about fighting — being able to resist damage and being able to have durability. These ships are priceless assets to us in their durability but I don't see them running around necessarily with their 16-inch turrets in the years to come. Those may be replaced by guided missiles and various other developments which are not only just around



the corner but are actually ready for production.

Military Flexibility

- As far as the military is concerned I would like to raise one point. If we commit ourselves to any particular posture, any particular plan of action, any particular alignment of forces which is geared to one single concept, which after all is only our guess as to what the other fellow will do—all we are trying to do is unscrew the inscrutable, and it can't be done. We are always dependent on what the aggressor's action is going to be and we have been wrong so many times that we cannot gear our defense, our security to any concept which does not admit of flexibility.

- When John Paul Jones took command of the *Ranger*, his orders read "We shall not limit you to any particular cruising station but leave you at large to search for yourself where the greatest chance of success presents." Those were wise orders psychologically and they also showed keen perception of the proper use of sea power through exploitation of its mobility and flexibility.

Naval Manpower

- The future of the Navy, as far as technical things are concerned, will take care of itself, as long as we have got the wit and the ability to adapt ourselves to the conditions and to some extent to create conditions, and as long as we can get enough Americans of the right type to come in the outfit, stay in it, dedicate themselves to it, work for it unselfishly, and to be true servants of the United States.

Unless the capability, the brains, the guts, and the integrity of the people are up to snuff, the rest of it doesn't make very much difference. You could lose with the best equipment in the world.

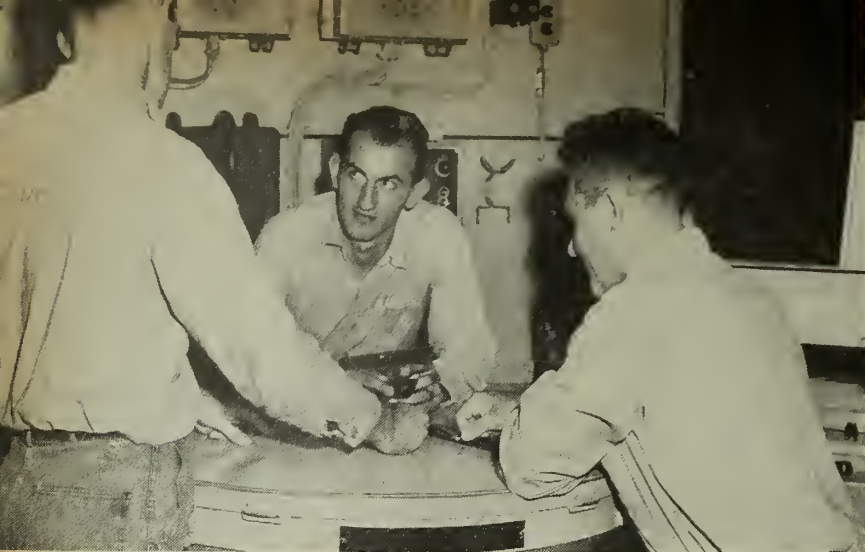
- There will always be need for keen and resolute men, skilled in the business of controlling the sea, the air above the sea, and the dark depths below the surface. Whatever the shape of their ships and planes and weapons, those men—Navy men—must do the job.

- Our Navy needs to attract and hold A-1 people. Give us a good body and a good brain and we will endeavor to instill all those qualities—but (and this is important!) we need both quality and an assured tenure of service.

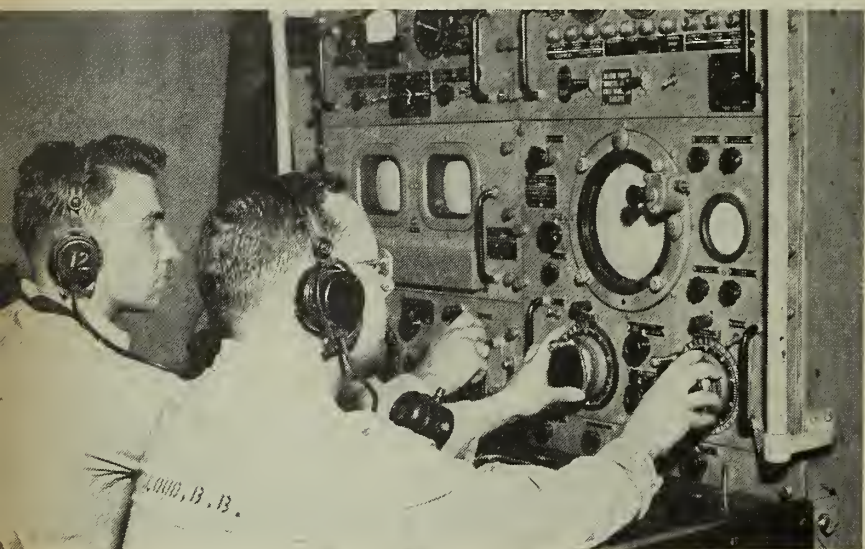


ROCKETS roar skyward in flaming arc from launching racks of LSM. Below: Powerful armada performs maneuvers in Pacific, demonstrating teamwork.

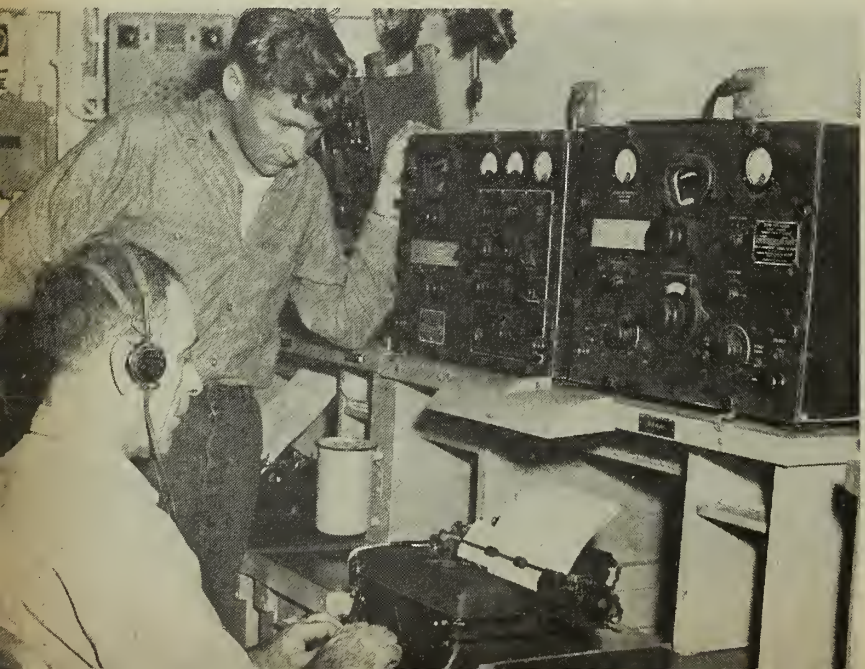




SIMULATED battle problem is worked out on plot board in forward CIC room by L. Darrow, RD1, USN, J. Barnoski, RD3, USN, L. Hutzler, RD2, USNR.



I. WILLIS, RD2, USNR, and B. McCloud, RD2, USNR, man radar. Below: R. Davidson, SN, USN, gets words on radio receivers from B. Cohen, RM1, USNR.



Radar School

LANDING ships have been assigned many and varied tasks but a new twist is provided by USS *E-LSM 445*. She's an experimental radar training ship, the only one of its kind in the Navy.

When the ship is first sighted, sailors are puzzled by the appearance of large ship items like the foremast, a high radar mast, the type usually found aboard cruisers and battle-ships.

Even her bridge is different. It is made of aluminum and is completely enclosed to give greater protection against rough, stormy seas. A specially designed "electro-pane" non-icing port hole glass, which insures good visibility in all kinds of weather, is used on the bridge. Electrically heated wires surrounding the port and running down the center of the glass are controlled by thermostats and keep the glass free of ice and snow.

The unusual features don't end topside. The well-deck, which normally carries tanks, trucks and other invasion equipment, has been converted into a number of sea-going classrooms. In addition, two huge combat information centers, one forward and one aft, have been installed, complete in every detail. Each is the size of a CIC aboard a heavy cruiser.

Operating out of the New York area, the ship is used primarily for training Reservists from the Third Naval District in the operation and maintenance of radar equipment.



ALL HANDS

Goes to Sea

Other Naval Reserve units along the East Coast also utilize the facilities of the ship.

Old "445" has an extensive training course all worked out for Reservists who come aboard. Lester M. Darrow, RD1, USN, a member of ship's company in charge of the forward CIC room, says, "We get Reservists aboard who are either striking for a radar rate or are POs taking additional training. First, we take them on a tour of CIC spaces where the functions of the equipment are explained to them. Then they are shown introductory movies—we make plenty of use of movies in our training program—to show what's expected of them."

Next on the training agenda comes the actual operation of the equipment, tracking drills, both air and surface, and mock battle problems.

"We've nine major types of radar and radar repeaters aboard," Darrow explains. "When the trainees have been given instruction in all of them, they can go aboard almost any ship and feel familiar with the radar gear."

During 1952, USS E-LSM 445 trained Reservists on weekend cruises and during one-day jaunts. But the ship, although it operates at sea frequently, doesn't necessarily have to leave the pier to conduct training classes.

Last summer, for example, the ship tied up at NAS Floyd Bennett Field instead of its home port at the New



ALUMINUM BRIDGE is completely enclosed and has frost-free ports (second and fourth from left) to insure good visibility in all kinds of weather.

York Naval Shipyard. Officers from the Naval Air Reserve squadrons at NAS Floyd Bennett received training in fighter-director work. Telephone communications are located both in CIC and at strategic topside areas at the latter spots to permit visual fighter-director training.

The ship has a communications shack on the 01 level (where deck cargo was formerly carried) as large as that of a cruiser. All together, the ship has 15 radio transmitters and eight radio receivers.

During a normal training cruise men are instructed in long-range, ship-to-ship, tactical and teletype communications. The training also includes the use of the latest model teletypes.

Electronic technicians find all the spare parts they need aboard "445." The ship carries more than 7000

different spare parts. Each has been catalogued and placed in a bin or drawer where it can be located instantly by Donald E. Peck, ETC, USN, the chief in charge of the storeroom. The ship's crew can repair all electronic equipment aboard except for major repairs.

E-LSM 445 has a ship's company allowance of two Reserve officers, 20 Naval Reserve enlisted men, three Regular Navy officers and 36 USN enlisted personnel.

Commissioned in April 1945, old "445" was converted to an experimental radar training ship several months later. She has the same characteristics as other medium landing ships in that she displaces about 1000 tons, is 203 feet long, has a 30-ft. 6-in. beam and two diesel engines which can produce a speed of 12 knots.—Fred W. Doby, JO2, USN.

L. SHIELDS, RMC, USN, and T. Curry, ETSN, USN, check transmitter (below left). 'One-of-a-kind'—USS E-LSM 445.



JANUARY 1954



World Travelers Sail Under Assumed Names

THERE'S no record of whether the crewmen of the barge that carried Anthony and Cleopatra down the Nile had a nickname for their boat, but unless they were a lot different from modern day sailors, chances are they called it "Cleo's Ketch."

Judging from the flow of nicknames coming across the desk of ALL HANDS every day, there isn't a ship in today's Navy that doesn't boast at least one alias. These nicknames come from many sources. Sometimes certain characteristics of the ship will dictate its new name, or it may spring from a play on words.

Often these names are used as a term of endearment by the crew members; but on the lips of strangers they prove a dastardly insult.

Probably the most famous of such nicknames is "Big Mo," the monicker applied to *uss Missouri* (BB 63). Blazoned across the headlines of America's newspapers ever since the ship first hit the waves, the nickname is known over the world.

No one knows where all these nicknames started. Navies of other countries sometimes follow the custom, but not to the extent of the U. S. Navy. As far back as 1812, the *uss Constitution* became "Old Ironsides" when cannon balls fired by the British bounced off her sides.

Color, too, has often entered into popularized names of both ships and fleets. In 1853 when Commodore Matthew Perry, usn, opened Japan for world trade, his fleet of ships was painted black and as a result became the "Black Fleet." Later, in 1901, when President Theodore Roosevelt sent the combined Atlantic and Pacific Fleets around the world, the ships became known as the "Great White Fleet" due again to the unusual coloring of the ships. During World War II, *uss Honolulu* (CL 48) earned fame as the "Blue Goose" due to her light blue greyish

color, the result of an experimental paint job.

During World War II it seemed as though every ship in the largest fleet in the world sprouted a nickname. Some of the more famous were: "Sara" for the *uss Saratoga*, (CV 3); "No Boat Maru" for the *uss New Orleans* (CA 32), which came from the large letters "N. O." on her bow; "The Blue Ghost" a name given the *uss Lexington* (CV 2) by Tokyo Rose; and "Shangri La," the title tacked on *uss Hornet* (CV 8) by the late President Franklin D. Roosevelt, when *Hornet* launched Jimmy Doolittle and his flyers on the famed Tokyo raid.

One of the most popular and overworked nicknames in the Navy is "The Galloping Ghost of the Korean Coast" (substitute Arabian, China, Atlantic or Pacific coasts, as appropriate). Any number of ships can, and do, lay claim to being the original "Galloping Ghost" and will break out proof to back it up.

A good example which shows the extremes to which Navymen go in naming their ships are the cases of *uss Repose* (AH 16), and the *uss Helena* (CA 75). A hospital ship operating off the Korean Coast, *Repose* soon became famed for the comfort and aid she brought to the wounded. They in turn soon bestowed the title "Angel" on the ship.

Helena gained her fame in Korea as well, but for a different reason. Her guns dished out misery in large doses to the enemy and she became known as the "Hell Ship."

It isn't very often that these nicknames can be tracked down to such logical beginnings but in at least two other cases this is possible.

uss Yorktown (CVA 10) and *uss PC(C) 1168* each received its nickname as a result of a movie filmed aboard the ship.

From the day they started filming the movie "Fighting Lady" aboard

Yorktown it was a lead pipe cinch that the ship had a new name. To this day she is referred to as the "Fighting Lady" by her crew. For *PC(C) 1168* it was the movie "You're in the Navy Now" that supplied a name. Throughout the picture the actors referred to the ship as *uss Teakettle*." So, "Teakettle" it became.

All of the battlewagons in commission today carry well-known nicknames. The "Big Mo" leads the list but not far behind is the "Whisky," or in official U. S. Navy terms, the *uss Wisconsin* (BB 64). *uss New Jersey* (BB 62) bears the moniker "Big Jay" and naturally enough the *uss Iowa* (BB 61) picked up the state name of "Cornhusker."

Aircraft carriers have had nicknames since the *uss Langley* was converted from a collier to become the first of our sea-going airfields. She became "The Covered Wagon" in short order.

In today's Navy we have such distinctive aliases as "Happy Valley" for the *uss Valley Forge* (CVA 45); the "FDR" or "Rosy Boat" for the *uss Franklin D. Roosevelt* (CVA 42) and "Phil Sea" for the *uss Philippine Sea* (CVA 47). *uss Minidoro* (CVE 120) has become the "Mighty Minnie" and *uss Badoeng Strait* (CVE 116) is "Bing Ding."

One of the best known of today's carriers is *uss Antietam* (CVS 36) which, thanks to its canted deck, has become the "Cantietam." A favorite story of the "Cantietam's" crew concerns the time the rumor swept the ship that a well known reformer was investigating them. He had, so the rumor went, heard reports that "a bunch of sailors were running around the Caribbean with a crooked deck."

One branch of the Navy that hasn't gone in for nicknames to the same extent as the others is the underwater portion. A recent sur-



vey brought to light the fact that most of today's subs do not have any known nicknames, at least that can appear in print. Maybe, as suggested, this is due to the fact that since the submarine is limited in space, there isn't enough room for a nickname!

One possible explanation for their lack of nicknames is that submarines carry such descriptive names there is no need to add another. How, for instance, can you improve on *uss Sea Dog* (SS 401), *uss Hardhead* (SS 365), *uss Sea Fox* (SS 402) or *uss Icefish* (SS 367). All those names are about as salty as they can get and some, like *uss Scorpion* (SS 278) even carry a sting.

Two submarines have picked up some rather strange names along the way but are shy about having them known. Actually they came about accidentally, or at least the crews hope so. It was a dark day for *uss Redfin* (SS 272), when the operations officer received a letter addressed to the "uss Bedpan." The only explanation anyone could come up with was that the writer must have mistaken the sub for a hospital ship.

One submarine has a strange accumulation of names. The crew aboard *uss Halfbeak* (SS 352) has received letters addressed to, among others, "Halfbeat," "Halfbread," "Quarterback," "Halfback," "Half-eat" and "Halfreak."

During World War II former code names sometimes stuck as nicknames for submarines. Such was the case when a SubPac force was ranging under the East China Sea. Known as "Loughlin's Loopers," after C. E. Loughlin, senior commander, the three subs in the pack, *uss Queenfish* (SS 393), *uss Barb* (SS 220) and *uss Picuda* (SS 382) became "Queerfish," "Boob" and "Peculiar." However since they sank some 51,000 tons of shipping on that patrol, it would be interesting to know what the Japanese called them.

The "Tin Can" Navy has thou-

sands of nicknames. Some of the better known are: "The Fighting Irishman" for *uss McCaffery* (DDE 860); "uss Kilowatt" for *uss Wiseman* (DE 667) "Woodie Woodpecker" for *uss William A. Wood* (DD 715) and "Jolly R" for *uss John Rodgers* (DD 574).

Sometimes these tin can nicknames sound more like the names of yachts as in the case of *William C. Lawe* (DD 763), *uss George K. MacKenzie* (DD 836) and *uss Samuel N. Moore* (DD 747), named respectively the "Willie C," "Georgie K" and "Ramming Sammy."

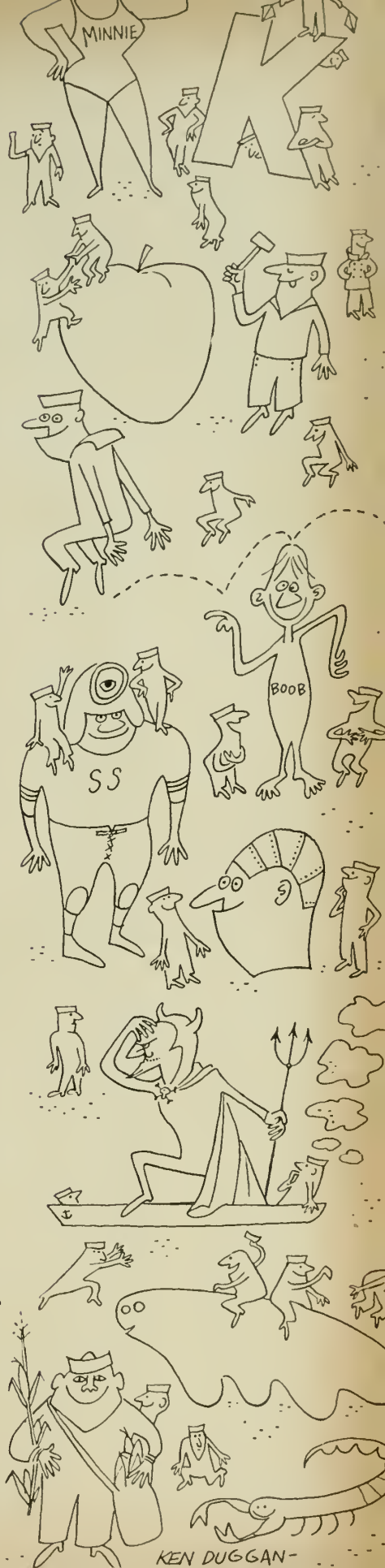
Mincraft also follow the lead of the rest of the fleet with the "Shooting Shea," for *uss Shea*. (DMS 30); "The Silent 'P'" named thus because the "P" in *uss Ptarmigan* (AM 376) isn't pronounced. There is also "Plunging Plover." For *uss Plover* (AM 53). *uss Harry F. Bauer* (DM 26) is named "Bouncing Bauer" for her rough riding qualities.

The *uss Ellyson* (DMS 19), which has laid claim to being the oldest combatant ship on active duty, having been put into commission on 7 Nov 1941, is known as "Ellie Mae."

Among the auxiliaries, *uss Shenandoah* (AO 26) takes her nickname from the Shenandoah Valley region and is known as the "Apple Knocker"; *uss Aldebaran* (AF 10) thanks to her wide travels, is known as the "Rambling Reefer."

uss Briareus (AR 12) owes her nickname to the humming coming out of the repair shops during the two-week period that ships are tied up alongside and bears the sobriquet "Busy Bee." *uss Chourre* (ARV 1) sports the handle of "Greyhound of the Pacific Fleet."

We could go on and on, listing practically every ship in the Navy but that would require too much space. It does seem safe to assume one thing: If American sailors had manned the vessels of Columbus those famous ships might have gone down in history as the "Plunging Pinta," "Nudgin' Nina" and "Speedy Maria."—Bob Ohl, JO1, usn.



Here's List of Completed Ship Histories

HAVE you ever wished for a little proof to back up some of those sea stories told around the scuttlebutt about your ship. Well, if your ship is one of the more than 1500 on the following list you can prove your point by sending for a copy of your ship's history. Each one is a carefully prepared digest—several pages long, printed by mimeograph, and chock-full of authentic information.

Material gleaned from log books, action reports, war diaries, commanding officers' histories and scores of other official records has been included in these descriptive accounts.

To receive your copy, first check this list to see if your ship is one of those whose history has been written, then drop a card or letter to the Office of the Chief of Naval

Operations, Division of Naval History (Op 29), Room 1534, Main Navy Building, Washington 25, D. C. Once the request has been made, be patient and don't write again. It will just delay the process.

Requests for histories not yet complete cannot be acknowledged, but the request will be kept on file and filled when the history is written. Another 2500 histories remain to be written. When they are completed ALL HANDS readers will get the word.

No more than three histories can be mailed to any one person. Remember, after your initial request is made, further inquiries will only result in unnecessary paper work and delays in the completion of the many histories still to be written.

Below is the list of completed histories:

AARON WARD (DD 483)	ASHLAND (LSD 1)	BENNETT (DD 473)	BREAM (SS 243)	CASABLANCA (CVE 55)	CLARENCE L. EVANS (DE 113)
AARON WARD (DM 34)	ASHTABULA (AO 51)	BENNINGTON (CV 20)	BRECKENRIDGE (AG 112)	CASA GRANDE (LSD 13)	CLARENDON (APA 72)
ABBOTT (DD 629)	ASPRO (SS 309)	BENNING (DD 662)	BREESE (DM 18)	CASCADE (AD 16)	CLAXTON (DD 571)
ABERCROMBIE (DE 343)	ASTORIA (CA 34)	BENSON (DD 421)	BREMERTON (CA 130)	CASE (DD 370)	CLAY (APA 39)
ABILENE (PF 58)	ASTORIA (CL 90)	BERGALL (SS 320)	BRETON (CVE 23)	CASSIN (DD 372)	CLEARFIELD (APA 142)
ABNER READ (DD 526)	ATASCOSA (AO 66)	BERING STRAIT (AVP 34)	BRIDGE (AF 1)	CASSIN YOUNG (DD 793)	CLEMSON (DD 186)
ABSD-2	ATHENE (AKA 22)	BERNADOU (DD 153)	BRILL (SS 330)	CASTOR (AKS 1)	CLEVELAND (CL 55)
ACHERNAR (AKA 53)	ATLANTA (CL 51)	BERRIEN (APA 62)	BRISTOL (DD 453)	CATAMOUNT (LSD 17)	CLINTON (APA 144)
ADMIRAL R. E. COONTZ (AF 122)	ATLANTA (CL 104)	BESUGO (SS 321)	BRONSTEIN (DE 189)	CATOCTIN (AGC 5)	CLOUES (DE 265)
ADMIRALTY ISLANDS (CVE 99)	ATLAS (ARL 7)	BETELGEUSE (AKA 11)	BROOKLYN (CL 40)	CAVALIER (APA 37)	COBBLER (SS 344)
AGAWAM (AOG 6)	ATR-25	BEXAR (APA 237)	BROOKS (APD 10)	CAVALLA (SS 244)	COBIA (SS 245)
AGENOR (ARL 3)	ATR-63	BIDDLE (AG 114)	BROOME (AG 96)	CEBU (ARG 6)	COD (SS 224)
AJAX (AR 6)	AUBURN (AGC 10)	BIGHORN (IX 207)	BROUGH (DE 148)	CECIL (APA 96)	COFER (APD 62)
ALABAMA (BB 60)	AUDRIAN (APA 59)	BILOXI (CL 80)	BROWN (DD 546)	CERO (SS 225)	COGLAN (DD 606)
ALASKA (CB 1)	AUGUSTA (CA 31)	BIRGIT (AKA 24)	BROWNSON (DD 518)	CHAMPLIN (DD 601)	COGSWELL (DD 651)
ALBACORE (SS 218)	AULICK (DD 569)	BIRMINGHAM (CL 62)	BRULE (APA 66)	CHANDLER (AG 108)	COLAHAN (DD 658)
ALBANY (CA 123)	AULT (DD 698)	BISCAYNE (AGC 18)	BRUSH (DD 745)	CHANDELEUR (AV 10)	COLE (AG 116)
ALBEMARLE (AV 5)	AURELIA (AKA 23)	BITTERN (AM 36)	BRYANT (DD 665)	CHARA (AKA 58)	COLHOUN (APD 2)
ALBERT T. HARRIS (DE 447)	AYLWIN (DD 355)	BISMARCK SEA (CVE 95)	BUCHANAN (DD 484)	CHARGER (CVE 30)	COLHOUN (DD 801)
ALBERT W. GRANT (DD 649)	BABBITT (AG 103)	BIVIN (DE 536)	BUCK (DD 420)	CHARLES AUSBURNE (DD 570)	COLLETT (DD 730)
ALCHIBA (AKA 6)	BADGER (AG 80)	BLACK (DD 666)	BUCK (DD 761)	CHARLES CARROLL (APA 28)	COLONIAL (LSD 18)
ALCYONE (AKA 7)	BADONG STRAIT (CVE 116)	BLACKFISH (SS-221)	BUCKINGHAM (APA 141)	CHARLES E. BRANNON (DE 446)	COLORADO (BB 45)
ALDEBARAN (AF 10)	BAGLEY (DD 386)	BLACKHAWK (AD 9)	BUCKLEY (DE 51)	CHARLES F. HUGHES (DD 428)	COLUMBIA (CL 56)
ALEXANDER DALLAS (DD 199)	BAHAM (AG 71)	BLAIR (DE 147)	BULL (APD 78)	CHARLES J. BADGER (DD 637)	COLUMBUS (CA 74)
ALFRED A. CUNNINGHAM (DD 752)	BAILEY (DD 492)	BLenny (SS 324)	BULLARD (DD 660)	CHARLES LAWRENCE (APD 37)	COMET (AP 166)
ALGER (DE 101)	BAINBRIDGE (DD 246)	BLESSMAN (APD 48)	BULMER (AG 86)	CHARLES P. CECIL (DD 835)	COMMENCEMENT BAY (CVE 105)
ALGORAB (AKA 8)	BAIROKO (CVE 115)	BLOCK ISLAND (CVE 21)	BUMPER (SS 333)	CHARLES R. GREER (DD 23)	COMPETENT (AM 316)
ALHENA (AKA 9)	BAKER (DE 190)	BLOCK ISLAND (CVE 106)	BUNKER HILL (CV 17)	CHARLES R. WARE (DD 865)	COMPTON (DD 705)
ALLEN M. SUMNER (DD 692)	BALAO (SS 285)	BLUE (DD 387)	BUOYANT (AM 153)	CHARLES S. SPERRY (DD 697)	CONCORD (CL 10)
ALMAACK (AKA 10)	BALCH (DD 363)	BLUE (DD 744)	BURDEN R. HASTINGS (DE 19)	CHARLESTON (PG 51)	CONE (DD 866)
ALNITAH (AKA 127)	BALDWIN (DD 624)	BLUEFISH (SS 222)	8URDO (APD 133)	CHARR (SS 328)	CONKLIN (DE 439)
ALPINE (APA 92)	BALTIMORE (CA 68)	BURGESS (SS 242)	8URKE (APD 65)	CHARRETTE (DD 581)	CONNER (DD 582)
ALSHAIN (AKA 55)	BANCROFT (DD 598)	BURRISH (SS 312)	BURNS (DD 588)	CHASE (APD 54)	CONSOLATION (APH 115)
ALTAIR (AD 11)	BANG (SS 385)	BURROWS (DE 105)	BURRIS (SS 312)	CHATEAU THIERRY (AP 31)	CONSTELLATION (IX 20)
ALTAMAH (CVE 18)	BANGOR (PF 16)	BUSH (DD 529)	BURROWS (DE 105)	CHATELAIN (DE 149)	CONSTITUTION (IX 21)
AMBERJACK (SS 219)	BARB (SS 220)	BUSHNELL (AS 15)	BUTLER (DMS 29)	CHAUNCEY (DD 667)	CONVERSE (DD 509)
AMERICAN LEGION (APA 17)	BARKER (DD 213)	BUTLER (DMS 29)	CABLE (ARS 19)	CHEMUNG (AO 30)	CONWAY (DD 507)
AMMEN (DD 527)	BARNES (CVE 20)	CABOT (CVL 28)	CABOT (CVL 28)	CHENANGO (CVE 28)	COPAHUE (CVE 12)
AMSTERDAM (CL 101)	BARNETT (APA 5)	CACAPON (AO 52)	CACAPON (AO 52)	CHEPACHET (AO 78)	CORAL SEA (CVB 43)
ANCON (AGC 4)	BARNEY (AG 113)	CACHE (AO 67)	CACHE (AO 67)	CHESTER (CA 27)	CORSEIER (DE 438)
ANDERSON (DD 411)	BARON (DE 166)	CALDWELL (DD 605)	CALDWELL (DD 605)	CHEVALIER (DD 805)	CORDEBA (AF 32)
ANDROMEDA (AKA 15)	BARRY (APD 29)	CALIFORNIA (BB 44)	CALIFORNIA (BB 44)	CHEW (DD 106)	CORE (CVE 13)
ANGLER (SS 240)	BARTON (DD 722)	CALLAGHAN (DD 792)	CALLAGHAN (DD 792)	CHICAGO (CA 136)	CORMORANT (ATO 133)
ANTARES (AKS 3)	BATAAN (CVL 29)	CALVERT (APA 32)	CALVERT (APA 32)	CHICAGO (CA 29)	CORREGIDOR (CVE 58)
ANTHEDON (AS 24)	BATFISH (SS 33)	CAMBRIA (APA 36)	CAMBRIA (APA 36)	CHICOPEE (AO 34)	CORRY (DD 463)
ANTHONY (DD 515)	BEALE (DD 471)	CAMP (DE 251)	CAMP (DE 251)	CHIEF (AM 315)	CORSON (APV 37)
ANTIETAM (CV 36)	BEAR (AG 29)	CANBERRA (CA 70)	CANBERRA (CA 70)	CHIKASKIA (AO 54)	CORVUS (AKA 26)
ANZIO (CVE 57)	BEARSS (DD 654)	CANOPUS (AS 9)	CANOPUS (AS 9)	CHILDS (AVD 1)	COTTEN (DD 669)
APOGON (SS 308)	BEATTY (DD 640)	CAPE ESPERANCE (CVE 88)	CAPE ESPERANCE (CVE 88)	CHILTON (APA 38)	COUCAL (ARS 8)
APPALACHIAN (AGC 1)	BEATTY (DD 756)	CAPE GLOUCESTER (CVE 109)	CAPE GLOUCESTER (CVE 109)	CHIWAWA (AO 68)	COWELL (DD 547)
APPLING (APA 58)	BEAUFORT (PF 59)	CAPE HASTINGS (DE 19)	CAPE HASTINGS (DE 19)	CHOWANOC (ATF 100)	COWIE (DMS 39)
ARCADIA (AD 23)	BEAUMONT (PG 60)	CARD (CVE 11)	CARD (CVE 11)	CHRISTOPHER (DE 100)	COWPENS (CVL 25)
ARCHERFISH (SS 311)	BEAVER (ARG 19)	CARLSON (DE 9)	CARLSON (DE 9)	CHUB (SS 329)	CRABEN (DD 382)
ARCTURUS (AKA 1)	BEBAS (DE 10)	CARMICK (DMS 33)	CARMICK (DMS 33)	CIMARRON (AO 22)	CRENSHAW (APA 76)
ARD-29	BEDFORD VICTORY (AK 231)	CARP (SS 338)	CARP (SS 338)	CINNINNATI (CL 6)	CRESCENT CITY (APA 21)
ARGONAUT (SS 475)	BEGOR (APD 127)	CARPELOTTI (APD 136)	CARPELOTTI (APD 136)	CIRCE (AKA 25)	CREVALLE (SS 291)
ARGONNE (AG 31)	BELKNAP (APD 34)	CARTER HALL (LSD 3)	CARTER HALL (LSD 3)	CLAMP (ARS 33)	CROAKER (SS 246)
ARIEL (AF 22)	BELL (DD 587)			CLARENCE K. BRONSON (DD 668)	CROATAN (CVE 25)
ARISTAEUS (AR 1)	BELLATRIX (AKA 3)				
ARIZONA (BB 39)	BELLE GROVE (LSD 2)				
ARKANSAS (BB 33)	BELLEAU WOOD (CVL 24)				
ARNEB (APA 56)	BENEVOLENCE (AH 13)				
ASHEVILLE (PF 1)	BENHAM (DD 379)				
	BENHAM (DD 796)				
	BENNER (DDR 807)				

CRONIN (DE 704)
 CROSBY (APD 17)
 CROSSBILL (AMS 45)
 CULLMAN (APA 78)
 CUMBERLAND SOUND
 (AV 17)
 CUMMINGS (DD 365)
 CURLEW (AMS 8)
 CURRIER (DE 700)
 CURRITUCK (AV 7)
 CURTIS (AV 4)
 CUSHING (DD 797)
 CUSTER (APA 40)
 CUTTLEFISH (SS 171)
 DACE (SS 247)
 DALE (DD 353)
 DALY (DD 519)
 DAMATO (DD 871)
 DAMON M. CUMMINGS
 (DE 643)
 DANIEL A. JOY
 (DE 585)
 DANIEL T. GRIFFIN
 (APD 38)
 DARBY (DE 218)
 DARTER (SS 227)
 DASHIELL (DD 659)
 DAUNTLESS (PG 41)
 DAUPHIN (APA 97)
 DAVID W. TAYLOR
 (DD 551)
 DAVIS (DD 395)
 DAY (DD 225)
 DAYTON (CL 105)
 DECATUR (DD 341)
 DEHAVEN (DD 469)
 DELTA (AR 9)
 DENEbola (AD 12)
 DENNIS (DE 405)
 DENNIS J. BUCKLEY
 (DE 808)
 DENVER (CL 58)
 DETROIT (CL 8)
 DEVILFISH (SS 292)
 DEWEY (DD 349)
 DEXTROUS (AM 341)
 DIACHENKO (APD 123)
 DICKERSON (APD 21)
 DIXIE (AD 14)
 DO88IN (AD 3)
 DONALD W. WOLF
 (APD 129)
 DONEFF (DE 49)
 DONNELL (DE 56)
 DONNER (LSD 20)
 DOROTHEA L. DIX
 (APA 67)
 DORSEY (DMS 1)
 DORTCH (DD 670)
 DOUGLAS H. FOX
 (DD 779)
 DOWNES (DD 375)
 DOYEN (APA 1)
 DOYLE (DM 34)
 DOYLE C. BARNES
 (DE 353)
 DRAYTON (DD 366)
 DREW (APA 152)
 DREXLER (DD 741)
 DUFFY (DE 27)
 DRUM (SS 228)
 DULUTH (CL 37)
 DUNCAN (DD 485)
 DUNLAP (DD 384)
 DUPAGE (APA 41)
 DUPONT (AG 80)
 DURIK (DE 666)
 DYESS (DD 890)
 DYSON (DD 572)
 EAGLE BOATS OF
 WORLD WAR II
 EARLE K. OLSEN
 (DE 765)
 EASTLAND (APA 163)
 EATON (DD 510)
 EBERLE (DD 430)
 EDISON (DD 439)
 EDISTO (AG 82)
 EDMONDS (DE 406)
 EDSALL (DD 219)
 EDWARD C. DALY
 (DD 17)
 EDWARD H. ALLEN
 (DE 531)
 EDWARD RUTLEDGE
 (AP 52)
 EISNER (DE 192)
 ELDEN (DE 264)
 ELDERADO (AGC 11)
 ELDRIDGE (DE 173)
 ELECTRA (AKA 4)
 ELLET (DD 398)
 ELLIOT (DMS 4)
 ELLIS (AG 115)

ELLYSON (DMS 19)
 ELMORE (APA 42)
 ELOKOMIN (AO 55)
 EL PASO (PF 41)
 EMERY (DE 28)
 EMMONS (DMS 22)
 ENDICOTT (DMS 35)
 ENDYMION (ARL 9)
 ENGLAND (DE 635)
 ENGLISH (DD 696)
 ENGSTROM (DE 50)
 ENTENCEDOR (SS 340)
 ENTERPRISE (CV 6)
 EPPING FOREST
 (LSD 4)
 ERBEN (DD 631)
 ERICSSON (DD 440)
 ERIE (PG 50)
 ESCALANTE (CAO 70)
 ERNEST G. SMALL
 (DD 838)
 ESCOLAR (SS 294)
 ESSEX (CV 9)
 ETS (AGC 12)
 ETALAH (AN 79)
 EUGENE (PF 40)
 EUGENE E. ELMORE
 (DE 686)
 EUROPA (AP 177)
 EURYALE (AS 22)
 EVANS (DD 552)
 EVERSOLE (DE 404)
 FALGOUT (DE 324)
 FALL RIVER (CA 131)
 FANSHAW BAY (CVE 70)
 FANNING (DD 385)
 FARENHOLT (DD 491)
 FARGO (CL 106)
 FARQUHAR (DD 139)
 FARRAGUT (DD 348)
 FAYETTE (APA 43)
 FECHTELER (DE 157)
 FILLMORE (APA 83)
 FINCH (AM 9)
 FITCH (DMS 25)
 FLAHERTY (DE 135)
 FLASHER (SS 249)
 FLETCHER (DD 445)
 FLICKER (AMS 9)
 FLINT (CL 97)
 FLOUNDER (SS 251)
 FLYING FISH (SS 229)
 FOND DU LAC
 (APA 166)
 FOOTE (DD 511)
 FORREST (DMS 24)
 FOREMAN (DE 633)
 FORESTER (DE 334)
 FOSS (DE 59)
 FRANCIS M. ROBIN-
 SON (DE 220)
 FRANKFORD (DD 497)
 FRANK KNOX (DD 742)
 FRANKLIN (CV 13)
 FRANKLIN D. ROOSE-
 VELT (CV 842)
 FRANKS (DD 554)
 FRAZIER (DD 607)
 FREDERICK C. DAVIS
 (DE 136)
 FRED T. BERRY
 (DDE 858)
 FREDERICK FUNSTON
 (APA 89)
 FREMONT (APA 44)
 FREESTONE (APA 167)
 FRESNO (CL 121)
 FULLMAN (DD 474)
 FULLER (APA 7)
 FULTON (AS 11)
 GADSDEN (AK 182)
 GAINARD (DD 706)
 GALLATIN (APA 169)
 GAMBIER BAY
 (CVE 73)
 GANSEVOORT (DD 608)
 GAR (SS 206)
 GATLING (DD 671)
 GATO (SS 212)
 GEAR (ARS 34)
 GEARING (DD 710)
 GEN. A. E. ANDERSON
 (AP 111)
 GEN. C. G. MORTON
 (AP 138)
 GEN. D. E. AULTMAN
 (AP 156)
 GEN. E. T. COLLINS
 (AP 147)
 GEN. G. M. RANDALL
 (AP 115)
 GEN. HARRY TAYLOR
 (AP 145)

GEN. H. W. BUTNER
 (AP 113)
 GEN. J. C. BRECKIN-
 RIDGE (AP 176)
 GEN. J. H. McRAE
 (AP 149)
 GEN. JOHN POPE
 (AP 110)
 GEN. M. C. MEIGS
 (AP 116)
 GEN. M. L. HERSEY
 (AP 148)
 GEN. R. E. CALLAN
 (AP 139)
 GEN. W. A. MANN
 (AP 112)
 GEN. W. H. GORDON
 (AP 117)
 GEN. W. F. HASE
 (AP 146)
 GEN. WM. MITCHELL
 (AP 114)
 GEN. WM. WEIGEL
 (AP 119)
 GEN. W. M. BLACK
 (AP 135)
 GEORGE A. JOHNSON
 (DE 583)
 GEORGE CLYMER
 (APA 27)
 GEORGE E. BADGER
 (APD 33)
 GEORGE F. ELLIOTT
 (AP 105)
 GEORGE K. MACKEN-
 ZIE (DD 836)
 GHERARDI (DMS 30)
 GILBERT ISLANDS
 (CVE 107)
 GILLIAM (APA 57)
 GILLESPIE (DD 609)
 GILLIGAN (DE 508)
 GILMER (APD 11)
 GLEAVES (DD 423)
 GLENDALE (PF 36)
 GLENNON (DD 840)
 GLYNN (APA 239)
 GOFF (DD 247)
 GOLDSBOROUGH
 (DD 188)
 GOLET (SS 361)
 GOODRICH (DD 831)
 GRAND ISLAND (PF-14)
 GRAND RAPIDS
 (PF 31)
 GRASP (ARS 24)
 GRAYBACK (SS 208)
 GRAYSON (DD 435)
 GREBE (AT 134)
 GREER (DD 145)
 GREGORY (APD 3)
 GREGORY (DD 802)
 GREENLING (SS 213)
 GREENWICH BAY
 (AVP 41)
 GREENWOOD (DE 679)
 GRENADE (SS 210)
 GRIDLEY (DD 380)
 GRISWOLD (DE 7)
 GROTON (PF 29)
 GROWLER (SS 215)
 GUADALCANAL
 (CVE 60)
 GUADALUPE (AO 32)
 GUAM (CB 2)
 GUARDFISH (SS 217)
 GUDGEON (SS 211)
 GUEST (DD 472)
 GUILFORD (APA 112)
 GULL (AMS 16)
 GUNNEL (SS 253)
 GUNSTON HALL
 (LSD 5)
 GURNARD (SS 254)
 GWIN (DM 33)
 GWIN (DD 433)
 HAAS (DE 424)
 HACKLEBACK (SS 295)
 HADDO (SS 255)
 HADDOCK (SS 231)
 HAGGARD (DD 555)
 HAINES (APD 84)
 HALE (DD 133)
 HALE (DD 642)
 HALF MOON (AVP 26)
 HALFORD (DD 480)
 HALIBUT (SS 232)
 HALL (DD 583)
 HALLIGAN (DD 584)
 HALSEY POWELL
 (DD 686)
 HAMBLETON (DMS 20)
 HAMILTON (AG 111)
 HAMILIN (AV 15)

HAMMANN (DD 412)
 HAMMERHEAD (SS 364)
 HAMUL (AD 20)
 HANCOCK (CV 19)
 HANSFORD (APA 106)
 HANK (DD 702)
 HANNA (DE 449)
 HANOVER (APA 116)
 HARADEN (DD 585)
 HARDER (SS 257)
 HARDING (DMS 28)
 HARLAN R. DICKSON
 (DD 708)
 HAROLD J. ELLISON
 (DD 864)
 HARRIS (APA 2)
 HARRY E. HUBBARD
 (DD 748)
 HARRY F. BAUER
 (DM 26)
 HARRY LEE (APA 10)
 HARTFORD (IX 13)
 HARWOOD (DD 861)
 HAVERFIELD (DE 393)
 HAWKBILL (SS 366)
 HAWKINS (DD 873)
 HAYNSWORTH
 (DD 700)
 HAZELWOOD (DD 531)
 HEERMANN (DD 532)
 HELENA (CL 50)
 HELENA (CA 75)
 HELM (DD 388)
 HENDERSON (DD 785)
 HENLEY (DD 391)
 HENLEY (DD 762)
 HENRICO (APA 45)
 HENRY A. WILEY
 (DM 29)
 HENRY W. TUCKER
 (DD 875)
 HERALD OF THE
 MORNING (AP 173)
 HERBERT C. JONES
 (DE 137)
 HERMITAGE (AP 54)
 HERRING (SS 233)
 HEYLINGER (DE 510)
 HEYWOOD (APA 6)
 HEYWOOD L. ED-
 WARDS (DD 663)
 HICKOX (DD 673)
 HIGBEE (DD 806)
 HILARY P. JONES
 (DD 427)
 HILL (DE 141)
 HILO (AGP 2)
 HINSDALE (APA 120)
 HISSEM (DE 400)
 HOBBY (DD 610)
 HOBSON (DMS 26)
 HOE (SS 258)
 HOEL (DD 533)
 HOGGATT BAY
 (CVE 75)
 HOLDER (DE 401)
 HOLLAND (AGR 18)
 HOLLISTER (DD 788)
 HONOLULU (CL 48)
 HOPPING (APD 51)
 HORNET (CV 12)
 HOUSTON (CA 30)
 HOUSTON (CL 81)
 HOVEY (DMS 11)
 HOWORTH (DD 592)
 HUDSON (DD 475)
 HUGHES (DD 410)
 HUGH PURVIS (DD 709)
 HUGH W. HADLEY
 (DD 774)
 HULBERT (DD 342)
 HULL (DD 350)
 HUNT (DD 674)
 HUNTER LIGGETT
 (APA 14)
 HUNTINGTON
 (CL 107)
 HURON (PF 19)
 HUSE (DE 145)
 HUTCHINS (DD 476)
 HYDROGRAPHER
 (AGS 2)
 HYMAN (DD 732)
 ICEFISH (SS 367)
 IDAHO (BB 42)
 INCH (DE 146)
 INDEPENDENCE
 (CVL 22)
 INDIANA (BB 58)
 INDIANAPOLIS
 (CA 35)
 INGERSOLL (DD 652)
 INGRAHAM (DD 694)
 INTREPID (CV 11)

IOWA (BB 61)
 IRWIN (DD 794)
 ISHERWOOD (DD 520)
 IZARD (DD 589)
 JACK (SS 259)
 JACK MILLER (DE 410)
 JACOB JONES (DD 130)
 JAMES C. OWENS
 (DD 776)
 JAMES O'HARA
 (APA 90)
 JARVIS (DD 393)
 JARVIS (DD 799)
 J. DOUGLAS BLACK-
 WOOD (DE 219)
 JENKINS (DD 447)
 J. FRANKLIN BELI
 (APA 16)
 J. FRED TALBOTT
 (AG 81)
 JOHN A. BOLE
 (DD 755)
 JOHN C. BUTLER
 (DE 339)
 JOHN D. FORD
 (AG 119)
 JOHN D. HENLEY
 (DD 553)
 JOHN HOOD (DD 655)
 JOHNNIE HUTCHINS
 (DE 360)
 JOHN R. PIERCE
 (DD 753)
 JOHN W. WEEKS
 (DD 701)
 JOHNSTON (DD 821)
 JOHNSTON (DD 557)
 JORDAN (DE 204)
 JOSEPH P. KENNEDY
 (DD 850)
 JOUETT (DD 396)
 JUNEAU (CL 119)
 JUNEAU (CV 52)
 JUPITER (AVS 8)
 J. WILLIAM DITTER
 (DM 31)
 KADASHAN BAY
 (CVE 76)
 KALININ BAY (CVE 68)
 KANAWHA (AO 31)
 KANKAKEE (AO 39)
 KASAAN BAY (CVE 69)
 KASKASKIA (AO 27)
 KEARNY (DD 432)
 KEARSARGE (CV 33)
 KENNETH D. BAILEY
 (DD 713)
 KIDD (DD 661)
 KILLEN (DD 593)
 KIMBERLY (DD 521)
 KING (DD 242)
 KINGFISH (SS 234)
 KIRKPATRICK (DE 318)
 KITE (AMS 22)
 KITKUN BAY (CVE 71)
 KLEINSMITH (APD 134)
 KNAPP (DD 653)
 KNIGHT (DMS 40)
 KNOX (APA 46)
 KNUDSON (APD 101)
 KRAKEN (SS 370)
 KYNE (DE 744)
 LAFFEY (DD 459)
 LAFFEY (DD 724)
 LAKE CHAMPLAIN
 (CV 39)
 LAMAR (APA 47)
 LAMBERTON (AG 21)
 LANG (DD 399)
 LANGLEY (CVL 27)
 LANSDALE (DD 426)
 LAPON (SS 260)
 LA PORTE (APA 151)
 LAPWING (AMS 48)
 LASSEN (AE 3)
 LAS VEGAS VICTORY
 (AK 229)
 LAUB (DD 613)
 LAVAILLETTE (DD 448)
 LAWS (DD 558)
 LCI 465
 LCI 615
 LCI (G) 77
 LCI (G) 580
 LCI (L) 236
 LCI (L) 538
 LCI (L) 564
 LCI (L) 581
 LCI (L) 583
 LCI (L) 606
 LCI (L) 688
 LCI (L) 689
 LCI (L) 734
 LCI (L) 737

LCI (L) 746
 LCI (L) 748
 LCI (L) 750
 LCI (L) 753
 LCI (L) 869
 LCI (L) 1018
 LCI (L) 1060
 LCI (L) 1067
 LCI (L) 1085
 LCI (L) 1093
 LCI (L) 1095
 LCS (L) 25
 LCS (L) 57
 LEARY (DD 158)
 LEARY (DD 879)
 LEEDSTOWN (AP 73)
 LE HARDY (DE 20)
 LE JEUNE (AP 74)
 LE NOIR (AKA 74)
 LEO (AKA 60)
 LEVY (DE 162)
 LEXINGTON (CV 16)
 LEYTE (CV 32)
 LIDDLE (APD 60)
 LINDENWALD (LSD 61)
 LINDSEY (DM 32)
 LIONFISH (SS 298)
 LISCOMBE BAY (CVE 56)
 LITTLE (APD 4)
 LITTLE ROCK (CL 92)
 LIVERMORE (DD 429)
 LOFBERG (DD 759)
 LOGAN (APA 196)
 LOGGERHEAD (SS 374)
 LONG (DMS 12)
 LONG BEACH (PF 34)
 LONG ISLAND (CVE 1)
 LONGSHAW (DD 559)
 LORIKETT (AMS 49)
 LOS ANGELES (CA 135)
 LOUISVILLE (CA 28)
 LOVELACE (DE 198)
 LOWE (DE 325)
 LOWRY (DD 770)

LSM 20
 LSM 158
 LSM 175
 LSM 293
 LSMR 192
 LST 32
 LST 52
 LST 122
 LST 166
 LST 172
 LST 211
 LST 220
 LST 264
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 LST 768
 LST 799
 LST 804
 LST 878
 LST 902
 LST 947
 LST 983
 LST 1014
 LST 1104
 LST 1106
 LUCE (DD 522)
 LUDLOW (DD 438)
 LUMEN (AKA 30)
 LUNGA POINT (CVE 94)
 LYCOMING (APD 155)
 WAC DONOUGH (DD
 351)
 MACON (CA 132)

MADDOX (DD 622)
MADDOX (DD 731)
MAGOFFIN (APA 199)
MAJOR (DE 796)
MAKIN ISLAND (CVE 93)
MALLARD (ASR 4)
MALOY (DE 791)
MANATEE (AO 58)
MANCHESTER (CL 83)
MANGO (AN 24)
MANILA BAY (CVE 61)
MANNERT L. ABELE (DD 733)
MARBLEHEAD (CL 12)
MARCUS ISLAND (CVE 77)
MARIAS (AO 57)
MARKAB (AD 21)
MARYLAND (BB 46)
MARYLAND (Renamed FREDERICK) (CA 8)
MASON (DE 529)
MASSACHUSETTS (BB 59)
MASSEY (DD 778)
MATANIKAU (CVE 101)
MATHEWS (AKA 96)
MATTAPONI (AO 41)
MAUI (ARG 8)
MAURICE J. MANUEL (DE 351)
MAURY (DD 401)
MAYO (DD 422)
MAYRANT (DD 402)
MC CALLA (DD 488)
MC COOK (DMS 36)
MC CORD (DD 534)
MC COY REYNOLDS (DE 440)
MC DERMUT (DD 677)
MC DOUGAL (AG 126)
MC FARLAND (DD 237)
MC GOWAN (DD 678)
MC LANAHAM (DD 615)
MC NAIR (DD 679)
MELETTE (APA 156)
MELVILLE (AD 2)
MELVIN (DD 680)
MEMPHIS (CL 13)
MENGENS (DE 320)
MEREDITH (DD 434)
MERRICK (AKA 97)
MERTZ (DD 691)
MERVINE (DMS 31)
MIAMI (CL 89)
MIANTONOMAH (CM 10)
MIDWAY (CVB 41)
MILWAUKEE (CL 5)
MINDANAO (PR 8)
MINDORO (CVE 120)
MINGO (SS 261)
MINNEAPOLIS (CA 36)
MISSION BAY (CVE 59)
MISSISSINIEWA (AO 59)
MISSISSIPPI (BB 41)
MISSOURI (BB 63)
MIZPAH (PY 29)
MOALE (DD 693)
MOBILE (CL 63)
MOBJACK (AGP 7)
MOCKING BIRD (AMS 27)
MOFFETT (DD 362)
MONA ISLAND (ARG 9)
MONONGAHELA (AO 42)
MONROVIA (APA 31)
MONSSEN (DD 798)
MONTAGUE (AKA 98)
MONTEREY (CVL 26)
MONTGOMERY (DM 17)
MONTGOMERY (DD 101)
MONTPELIER (CL 57)
MONTROSE (APA 212)
MORRIS (DD 417)
MORRISON (DD 560)
MOTOR TORPEDO BOATS
MOUNT MCKINLEY (AGC 7)
MOUNT OLYMPUS (AGC 8)
MOUNT VERNON (AP 22)
MUGFORD (DD 389)
MULLANY (DD 528)
MURPHY (DD 603)
MURRAY (DD 576)
MUSTIN (DD 413)
NARWHAL (SS 167)
NASHVILLE (CL 43)
NATCHEZ (PF 2)
NATOMA BAY (CVE 62)
NAUBUC (AN 84)
NAUTILUS (SS 168)
NAVARRO (APA 215)
NECHES (AO 5)
NEHENTA BAY (CVE 74)
NEOSHO (AO 23)
NESTER (ARB 6)
NEUENDORF (DE 200)
NEVADA (BB 36)
NEVILLE (APA 9)
NEW (DD 818)
NEW BEDFORD (PF 71)
NEWCOMB (DD 586)
NEWELL (DE 322)
NEW HANOVER (AKA 73)
NEW JERSEY (BB 62)
NEW MEXICO (BB 40)
NEW ORLEANS (CA 32)
NEWPORT NEWS (CA 148)
NEW YORK (BB 34)
NIAGARA (AGP 1)
NICHOLAS (DD 449)
NICHOLSON (DD 442)
NIGHTINGALE (AMS 50)
NIOBRARA (AO 72)
NITRO (AE 2)
NOBLE (APA 218)
NORMAN SCOTT (DD 690)
NORTH CAROLINA (BB 55)
NORTHAMPTON (CA 26)
NORTON SOUND (AV 11)
OAKLAND (CL 95)
O'BANNON (DD 450)
OBERON (AKA 14)
O'BRIEN (DD 725)
OCEANOGRAPHER (AGS 3)
OCONTO (APA 187)
ODAX (SS 484)
OGLALA (ARG 1)
OGLETHORPE (AKA 100)
OKLAHOMA (BB 37)
OLYMPIA (IX 40)
OMAHA (CL 4)
ORANGE (PF 43)
ORCA (AVP 49)
OREGON (IX 22)
OREGON CITY (CA 122)
ORION (AS 18)
ORLANDO (PF 99)
ORMSBY (APA 49)
OSBERG (DE 538)
OSPREY (AMS 28)
OSTARA (AKA 33)
OTTAWA (AKA 101)
OTTER (DE 210)
OTTERSTETER (DE 244)
OWEN (DD 536)
PADUCAH (PG 18)
PALAU (CVE 122)
PANDA (IX 125)
PARGO (SS 264)
PARKER (DD 604)
PARKS (DE 165)
PARLE (DE 708)
PARTRIDGE (ATO 138)
PASADENA (CL 65)
PATHFINDER (AGS 1)
PATTERSON (DE 392)
PAUL JONES (AG 120)
PC 546
PC 581
PC 615
PC 1202
PC 1209
PC 1588
PCE 874
PCS 1405
PCS 1450
PEARY (DD 226)
PECOS (AO 65)
PEIFFER (DE 588)
PELIAS (AS 14)
PELICAN (AMS 32)
PENNSYLVANIA (BB 38)
PENSACOLA (CA 24)
PEORIA (PF 67)
PERCH (SS 313)
PERKINS (DD 377)
PERMIT (SS 178)
PERRY (DD 844)
PETERSON (DE 152)
PETO (SS 265)
PETROF BAY (CVE 80)
PGM 23
PGM 24
PGM 29
PGM 31
PHAON (ARB 3)
PHELPS (DD 360)
PHILADELPHIA (CL 41)
PHILIP (DD 498)
PHILIPPINE SEA (CV 47)
PHEONIX (CL 46)
PICKEREL (SS 177)
PICKING (DD 685)
PICUDA (SS 382)
PIEDMONT (AD 17)
PIERCE (APA 50)
PIGEON (ASR 6)
PIKE (SS 173)
PILLSBURY (DD 227)
PILOT (AM 104)
PILOTFISH (SS 386)
PINE ISLAND (AV 12)
PINKNEY (APH 2)
PIONEER (AM 105)
PITTSBURGH (CA 72)
PLAICE (SS 390)
PLATTE (AO 24)
PLUNGER (SS 179)
PLUNKETT (DD 431)
POCHARD (AM 375)
POCONO (AGC 16)
POMODON (SS 486)
POPE (DE 134)
POPE (DD 225)
PORPOISE (SS 172)
PORTER (DD 800)
PORTERFIELD (DD 682)
PORTLAND (CA 33)
PORTSMOUTH (CL 102)
POWER (DD 839)
PRAIRIE (AD 15)
PRESIDENT ADAMS (APA 19)
PRESIDENT JACKSON (APA 18)
PRESIDENTIAL YACHTS
PRESQUE ISLE (APB 44)
PRESTON (DD 379)
PRESTON (DD 795)
PRIDE (DE 323)
PRINCETON (CV 37)
PRINCETON (CVL 23)
PRINCE WILLIAM (CVE 31)
PRINGLE (DD 477)
PROMETHEUS (AR 3)
PROTON (AKS 28)
PROVIDENCE (CL 82)
PURDY (DD 734)
PUTNAM (DD 757)
QUAIL (AM 377)
QUEENFISH (SS 393)
QUICK (DMS 32)
QUILLBACK (SS 424)
QUINCY (CA 39)
QUINCY (CA 71)
RADFORD (DD 446)
RAINIER (AE 5)
RALEIGH (CL 7)
RALL (DE 304)
RALPH TALBOT (DD 390)
RAMSAY (AG 98)
RAMSDEN (DE 382)
RANDOLPH (CV 15)
RANGER (CV 4)
RASHER (SS 269)
RATHBURN (DD 113)
RATON (SS 270)
RAY (SS 271)
RAYMOND (DE 341)
PEADING (PF 66)
REDFISH (SS 395)
RED OAK VICTORY (AK 235)
REID (DD 369)
REINA MERCEDES (IX 25)
REMEY (DD 688)
RENOVA (CVE 114)
RENO (CL 96)
RENSHAW (DD 499)
REPOSE (AH 16)
RESCUE (SS 481)
RESCUE (AH 18)
REUBEN JAMES (DD 245)
RHODES (DE 384)
RICH (DE 695)
RICH (DD 820)
RICHEY (DE 385)
RICHMOND (CL 9)
RIDDLE (DE 185)
RIGEL (AR 11)
RINEHART (DE 196)
RIXEY (APH 3)
RIZZI (DE 537)
ROANOKE (CL 145)
ROBALO (SS 273)
ROBERT F. KELLER (DE 419)
ROBERT H. SMITH (DM 23)
ROBERT L. WILSON (DD 847)
ROCHESTER (CA 124)
ROCHESTER (OLD Cruiser CA 2)
ROCKY MOUNT (AGC 3)
ROGERS (DD 876)
ROLETTE (AKA 99)
ROMBACH (DE 364)
RONQUIL (SS 396)
ROOKS (DD 804)
ROPER (APD 20)
ROSS (DD 563)
ROWAN (DD 782)
ROWE (DD 564)
ROY O. HALE (DE 336)
RUNNER (SS 275)
RUSHMORE (LSD 14)
RUSSELL (DD 414)
S 24 (SS 129)
S 44 (SS 155)
SACRAMENTO (PG 19)
SAGE (AM 111)
SAGINAW BAY (CVE 82)
SAILFISH (SS 192)
SAINT AUGUSTINE (PG 54)
SAINT LO (CVE 63)
SAINT LOUIS (CL 49)
SAINT PAUL (CA 73)
SAIPAN (CVL 48)
SALAMAU (CVE 96)
SALMON (SS 182)
SALT LAKE CITY (CA 25)
SAMARITAN (AH 10)
SAMUEL CHASE (APA 26)
SAMUEL B. ROBERTS (DE 413)
SAMUEL S. MILES (DE 183)
SAN BERNARDINO (PG 59)
SAN DIEGO (CL 53)
SANDOVAL (APA 194)
SANDS (APD 13)
SAN FRANCISCO (CA 38)
SANGAMON (CVE 26)
SAN JACINTO (CVL 30)
SAN JUAN (CL 54)
SAN MARCOS (LSD 25)
SAN PEDRO (PF 37)
SANTA FE (CL 60)
SANTEE (CVE 29)
SAPPHIRE (PYC 2)
SARATOGA (CV 3)
SARGO (SS 188)
SARITA (AKA 39)
SATTERLEE (DD 626)
SAUFLEY (DD 465)
SAVANNAH (CL 42)
SAVO ISLAND (CVE 78)
SC 1277
SC 1358
SC 1361
SCAMP (SS 277)
SCHMITT (APD 76)
SCORPION (SS 278)
SCURRY (AM 304)
SEA CLOUD (IX 99)
SEA DOG (SS 401)
SEA DRAGON (SS 194)
SEAL (SS 183)
SEA RAVEN (SS 196)
SEA ROBIN (SS 407)
SEATTLE (IX 39)
SEA WOLF (SS 197)
SEDERSTROM (DE 31)
SELFRIE (DD 357)
SELLSTROM (DE 255)
SEMINOLE (AT 65)
SEMINOLE (AKA 104)
SENNET (SS 408)
SHAD (SS 235)
SHADWELL (LSD 15)
SHAMROCK BAY (CVE 84)
SHANGRI LA (CV 38)
SHANNON (DM 25)
SHARK (SS 314)
SHASTA (AE 6)
SHAW (DD 373)
SHEA (DM 30)
SHELBY (APA 105)
SHELDRAKE (AM 62)
SHELTON (DE 407)
SHERIDAN (APA 51)
SHIELDS (DD 596)
SHIBONEY (CVE 112)
SICILY (CVE 118)
SIDONIA (AKA 42)
SIERRA (AD 18)
SIGOURNEY (DD 643)
SILVERSIDES (SS 236)
SILVERSTEIN (DE 534)
SIRAGO (SS 485)
SISKIN (AMS 58)
SITKA (APA 113)
SITKOH BAY (CVE 86)
SKATE (SS 305)
SKIPJACK (SS 184)
SMALLEY (DD 565)
SMITH (DD 378)
SNOOK (DD 279)
SNOWDEN (DE 246)
SOLACE (AH 5)
SOLOMONS (CVE 67)
SOMER (DD 381)
SONOMA (AO 12)
SOUTHARD (DMS 10)
SOUTH DAKOTA (BB 57)
SOUTHERN SEAS (PY 32)
SPANGENBERG (DE 223)
SPEARFISH (SS 190)
SPENCE (DD 512)
SPERRY (AS 12)
SPIKEFISH (SS 404)
SPOKANE (CL 120)
SPRINGFIELD (CL 66)
SPROSTON (DD 577)
STACK (DD 406)
STADFIELD (DE 29)
STANLEY (DD 478)
STEAMER BAY (CVE 87)
STEELHEAD (SS 280)
STEMBEL (DD 644)
STERETT (DD 407)
STERLET (SS 392)
STEWART (DD 224)
STOCKDALE (DE 399)
STOCKHAM (DD 683)
STORMES (DD 780)
STRAUB (DE 181)
STRIVE (AM 117)
STRONG (DD 467)
STRONG (DD 758)
STURTEVANT (DE 239)
SUMNER (AGS 5)
SUNFISH (SS 281)
SUSAN B. ANTHONY (AP 72)
SUWANNEE (CVE 27)
SWORDFISH (SS 193)
SYMBOL (AM 123)
TABBERER (DE 418)
TALLADEGA (APA 208)
TAMBOUR (SS 198)
TANG (SS 306)
TARAWA (CV 40)
TARPOON (SS 175)
TAUSSIG (DD 746)
TAUTOG (SS 199)
TAYLOR (DD 468)
TELFAR (APA 210)
TENNESSEE (BB 43)
TERROR (CM 5)
TERRY (DD 513)
TEXAS (BB 35)
THADDEUS PARKER (DE 369)
THE SULLIVANS (DD 537)
THOMAS E. FRASER (DM 24)
THOMAS JEFFERSON (APA 30)
THOMAS F. NICKEL (DE 587)
THRESHER (SS 200)
THUBAN (AKA 19)
TICONDEROGA (CV 14)
TIDE (AM 125)
TIRANTE (SS 420)
TOKEN (AM 126)
TOLEDO (CA 133)
TOLMAN (DM 28)
TOMAHAWK (AO 88)
TOPEKA (CL 67)
TORO (SS 422)
TOUCAN (AM 387)
TOWHEE (AM 388)
TRATHEN (DD 530)
TRENTON (CL 11)
TRIGGER (SS 237)
TRINITY (AO 13)
TRIPPE (DD 403)
TRIUMPH (AM 323)
TROUT (SS 202)
TROY (ex SS MINNESOTA)
TPUTTA (SS 421)
TRYON (APH 1)
TUCKER (DD 374)
TUCSON (CL 98)
TULAGI (CVE 72)
TUMULT (AM 127)
TURNER (DD 648)
TUSCALOOSA (CA 37)
TWIGGS (DD 591)
TYRELL (AKA 80)
UHLMANN (DD 687)
UNDERHILL (DE 682)
UNITED STATES (Frigate U. S. GRANT (AP 29)
UTAH (AG 16)
UVALDE (AKA 88)
VALCOUR (AVP 55)
VALLEY FORGE (CV 45)
VESOLE (DD 878)
VESTAL (AR 4)
VESUVIUS (AE 15)
VICKSBURG (CL 86)
VINCENTS (CA 44)
VINCENTS (CL 64)
VOEGELGESANG (DD 862)
VULCAN (AR 5)
WADLEIGH (DD 689)
WADSWORTH (DD 516)
WAHOO (SS 238)
WAKE (PR 3)
WAKE ISLAND (CVE 65)
WALKE (DD 723)
WALKE (DD 416)
WALKER (DD 517)
WALLER (DD 446)
WALTON (DE 361)
WARD (APD 16)
WARRINGTON (DD 383)
WARRINGTON (DD 843)
WASATCH (AGC 9)
WASHBURN (AKA 108)
WASHINGTON (BB 56)
WASMUTH (DMS 15)
WASP (CV 7)
WASP (CV 18)
WATERMAN (DE 740)
WATTS (DD 567)
WAUKESHA (AKA 84)
WAYNE (APA 54)
WEISS (APD 135)
WEST POINT (AP 23)
WEST VIRGINIA (BB 48)
WHARTON (AP 7)
WHEATLAND (AKA 85)
WHITE MARSH (LSD 8)
WHICHITA (CA 45)
WICKES (DD 578)
WILKES (DD 441)
WILKES BARRE (CL 103)
WILLARD KEITH (DD 775)
WILLIAM C. LAWE (DD 763)
WILLIAM D. PORTER (DD 579)
WILLIAM M. WOOD (DD 715)
WILLIAM P. BIDDLE (APA 8)
WILLIAM R. RUSH (DD 714)
WILLIAMSBURG (AGC 369)
WINDHAM BAY (CVE 92)
WINSLOW (AG 127)
WISCONSIN (BB 64)
WISEMAN (DE 667)
WITEK (DD 848)
WOODWORTH (DD 460)
WOOLSEY (DD 437)
WOONSOCKET (PF 32)
WORCESTER (CL 144)
WREN (DD 568)
WRIGHT (CVL 49)
WYANDOT (AKA 92)
WYFFELS (DE 6)
WYOMING (AG 17)
YANCY (AKA 93)
YMS 98
YMS 119
YMS 164
YMS 287
YMS 365
YMS 449
YORKTOWN (CV 10)
ZANE (DMS 14)
ZEILEN (APA 3)
ZELLARS (DD 777)
ZIRCON (PY 16)



Sailors at the Fair

SAILORS at NAS Hutchinson, Kans., took their liberty at a stateside "port" not long ago when they attended the Kansas State Fair.

High on the list of many activities was the afternoon rodeo. Later, the men took in the carnival side-shows, viewed the livestock, homemaking, produce and cooking exhibits, enjoyed the 92-foot double Ferris wheel and knocked over a number of "ducks" at the shooting gallery.

Here are some scenes at the fair:

Upper left: "Tilt-A-Whirl" is given a whirl by (l-to-r) Bill Sargent, YNT3, USN, Janice Stackhouse, Judy Stone and Dick Pahr, ADAN, USN. *Upper right:* Dick and Judy enjoy ride on Ferris wheel. *Right center:* Farm tractor is given the once over. *Lower right:* Janice gets some gunnery advice from her companions. *Lower left:* Quartet strolls along the midway, pondering which event to tackle next.



Brief news items about other branches of the armed services.

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THE FIRST BIG GUNS capable of firing an atomic projectile have been deployed to Europe for use in support of the NATO defense forces there.

The new gun, the 280mm cannon, has a relatively high degree of mobility, long range and a high order of general effectiveness with conventional high-explosive ammunition. These characteristics will prove a useful augmentation in support of the NATO forces. The 280mm gun is also capable of firing atomic ammunition.

An artillery battalion deployed with the guns is the first of several such battalions planned for movement to the European area. All are being assigned to U. S. units already in Europe.

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AUTOMATIC HEAT CONTROL is featured in the Army's latest addition to its list of cold-weather equipment. The new outfit, called the "climastat suit" is an automatically controlled version of the coldbar suit (ALL HANDS, February 1953, p. 17).

A distinct advantage of the new suit is that it provides a wider range of protection under varying cold-weather conditions than its predecessors. The big difference between the two suits is in the number of layers of plastic insulation and the use of perforations in the new model. Where the coldbar suit has but one layer, the climastat has two. The two layers are arranged and stitched together so that the perforations do not coincide in the separate layers.

Army Quartermaster experts explain that the two layers of plastic insulation with staggered perforations keep the wearer warm by forming an air seal surrounding his body while he is inactive. When the wearer is active, a forced pumping action results, providing ventilation through the holes and ridding the body of excess heat and moisture.

Like the coldbar suit, the climastat outfit can be worn beneath the regulation wind-resistant, water-repellent, field jacket and field trousers. It also has flotation characteristics sufficient to keep a fully equipped man afloat.



ARMY'S new tank recovery vehicle, the versatile 60-ton T-51, is expected to be in production by mid-summer.

A TEST PILOT SCHOOL designed to maintain the Air Force's capabilities for experimental flight testing, is now in operation at Edwards Air Force Base, Calif. The school is one of five such schools in the world. Another is operated by the U.S. Navy, the other three by Great Britain, France and Russia.

The school's beginning student is already a skilled pilot. When he graduates, he is fully prepared to test all types of aircraft from helicopters and small liaison planes to heavy jet bombers.

In addition to classroom study and flying, the student visits aircraft industries within the Los Angeles area and confers with aeronautical and design engineers; tours an aeronautical laboratory at Moffett Field near San Francisco; and checks out in the ejection seat and high-altitude pressure chamber at Williams AFB, Ariz. If a pilot fails in either of the check-outs, he is automatically transferred from the school.

Upon completion of the course, some graduates are retained at the Flight Test Center. Others are assigned to the Wright Air Development Center, Dayton, Ohio, or to other activities of the Air Research and Development Command that have billets for test pilots.



ARMY's new type diesel locomotive can be operated in temperatures ranging from -40 to 125 degrees F. Right: 'Bird Dog,' Army's XL-19B observation plane, sets light plane record, climbing 37,063 feet in one hour and 25 minutes.



THE ARMY'S LARGEST ARTILLERY SHELLS now undergo inspection by a giant X-ray machine called a "Betatron." Since the machine was installed in 1946 at Picatinny Arsenal, N. J.—the Army Ordnance Corps center for ammunition research and development—the Betatron has detected potential "duds" and misfires.

Ordinarily, shells measuring less than six inches in diameter are X-rayed by smaller machines. The larger shells, however, can now be examined more quickly and efficiently by the greater penetrating power of the Betatron.

The 22-million volt Betatron was one of the first of its type to be constructed. A massive instrument, it is surrounded by a wall of concrete six feet thick in some sections. A railroad track facilitates the handling of some of the huge items which are trundled in on railroad cars. A 25-ton traveling crane and a specially rigged truck are used to maneuver the items into the proper position for inspection.

Currently, the main item being X-rayed by the Betatron is the 280mm artillery shell—the conventional high explosive counterpart of the atomic shell that was test-fired in the Nevada desert in May 1953. Special handling gear devised for this type shell has cut the required set-up time by more than half.

Although more than 11 inches of metal and high explosives must be penetrated, any imperfections show up in the radiographs as clearly as they do in medical and dental X-rays.

A radiograph of an 11-inch shell requires half an hour of exposure to the machine's rays to produce a satisfactory image.

Besides the 280mm shell, other large items undergoing inspection include the 240mm shell, the 8-inch shell, the 155mm shell, various warheads, jet-assist take-off units and other large ammunition items.

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EXPERIMENTAL HOT WEATHER CLOTHING has recently undergone a series of tests in the steaming jungles of the Panama Canal Zone by Army Quartermaster Corps test teams.

Participating in the 37-day program were six enlisted men from the Field Evaluation Agency at Fort Lee, Va., who acted as observer-recorders, and a platoon of about 45 enlisted men of the Caribbean Defense Command, from Fort Sherman, C.Z., who wore the hot weather clothing during the jungle operations.

During the test period, four types of hot weather clothing ensembles were evaluated to determine: the degree of comfort they afforded; readjustability to various levels of body heat produced; protection against scratches and insects; troop preference for use as a combination field and off-duty uniform; durability; and laundering and shrinkage characteristics. The uniforms designated for testing were the "Hot-Wet" (jungle wear) uniform of permeable cotton cloth, a "Hot-Dry" (desert wear) uniform of cotton twill cloth, and two lightweight poplin cloth ensembles which were identical except for their color—tan and green.

Another garment evaluated during the testing was a "Bush Coat," made of lightweight cotton. It resembles the traditional British explorer's tropical jacket.



X-3, built for sustained flights at extremely high speeds, is the Air Force's latest in research aircraft.

A STILETTO-SHAPED RESEARCH PLANE, newest of the Air Force's experimental aircraft, will soon be turned over to the National Advisory Committee for Aeronautics for further testing. NACA was co-sponsor of the new craft, with the Air Force and Navy.

Designated "X-3," the radically designed "Flying Stiletto" is 66 feet long but has a wing of only 22 feet set well back on its tapered fuselage. Although the gross weight and length of the X-3 slightly exceed those of the familiar DC-3 transport, the wing span is less than the span of the DC-3's tail.

Problems solved in the X-3 design include not only those of aerodynamics but also of new materials and construction methods. One important contribution to the nation's future aircraft has been the development of fabrication and construction techniques using titanium.

The plane is powered by two axial-flow turbojet engines. An artificial cooling system and heavy insulation protect the pilot, instruments and other internal equipment from the blistering temperatures found at high-speed flight.

Instead of armament, the X-3 carries 1200 pounds of research instruments, many of which were specifically made for the airplane. The comprehensive instrumentation includes more than 850 "pin hole" openings which will record pressures over various portions of the airplane. Temperature readings will be registered at 150 points while stresses and air loads will be indicated by 185 gauges.



POWERFUL search radar is carried to high altitudes for line-of-sight surveillance by Air Force's new RC-121C.

LETTERS TO THE EDITOR

Ships' Bell Sheets

SIR: The engineers on my ship were discussing the use of two bell sheets on a ship where two shaft control stands are together. With such a set-up the bell sheet instruction states that one sheet can be used. Some ships use two however.

Must BuShips Manual be followed or can the individual chief engineer use his own judgment?—W. J. K., EN1, USN.

• *It is considered that the Bureau of Ships Manual does not contradict instructions on the bell sheet, and that it shall be left to the discretion of the senior engineer officer as to the use of one or more sheets.*

The following official statements may further clarify:

(1) Instructions on Engineer's Bell Book contain the statement "A single sheet shall be used for all shafts each date except where the control or throttle station arrangements make it impracticable, in which case entries shall be made on the requisite number of separate sheets."

(2) Article 6-53, para. (1) (b), of chapter six of the Bureau of Ships Manual contains the statement "The record for each shaft for each day shall begin on a new sheet, and the day's records for all shafts clipped together and filed as a unit."

(3) Article 1040, in chapter ten, section 4, of Navy Regulations contains the statement "The engineer's bell book . . . shall show, for each shaft to which it pertains, the time . . . the meaning . . . and the revolutions per minute. . . ."—Ed.

Flight Orderly Duty for Waves

SIR: I have been in the Waves for almost three years and would like to be ordered to duty as a flight orderly. However, I have just transferred to a new duty station. Is it possible for me to get such duty?—E. M. M., SN, USN (W).

• BuPers Instruction 1306.10A provides that non-rated enlisted women desiring duty with transport aviation squadrons may submit their requests to the Chief of Naval Personnel (Attention: Pers B211f) via the Commanding Officer after one year of duty within a command.

Therefore you will not be eligible until you have served one year in your new command. In requesting duty with the transport aviation squadrons you must also signify your desire to extend or reenlist.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel Navy Dept., Washington 25, D. C.

Battle Efficiency Awards

SIR: In the past few years I understand the Chief of Naval Operations has given all type commanders the authority to issue Battle Efficiency "E" awards. Since no prize money nor formal recognition of this honor is made by CNO, I would like to know if enlisted personnel are still authorized to wear the "E" on their uniform.—J. F. M., YN3, USN.

• They are not. The Battle Efficiency Competition has been suspended for the competition years 1951-1954 inclusive, therefore, there has been no award of prize money nor Navy Es during the period. Although type commanders have conducted a modified competition within their types, there is no authority for the award of Navy Es to individuals on the winning ships.—Ed.

Evaluation Sheets for EMs Over 35

SIR: What is the purpose of submitting Evaluation Sheets for personnel over 35 years of age? In accordance with Navy Department policy warrant officer appointments are not made to personnel over 35—F.W.C., TEC, USN.

• Correct—however in addition to selecting personnel for Warrant or Commissioned status, the Evaluation Sheets are used to make "selection for special duty" as outlined in BuPers Instruction 1616 of 6 Oct 1952. The matter of the age limit of 35 for advancement is currently under study with a view toward raising this limit.—Ed.

Sea Duty Tour for LDO

SIR: I am a candidate for an LDO commission. If I am appointed, will my previous sea duty as an enlisted man count toward assignment to a shore station billet or will I have to serve a tour of sea duty prior to going ashore?—J.L.C., MMC, USN.

• The needs of the service will determine your first assignment. Your prior enlisted service is taken into consideration. The sea duty tour for Limited Duty Officers is two to three years.—Ed.

Dependents' Travel on Reenlistment

SIR: It is requested that information on the following example of dependent's travel be furnished:

A man is transferred from his permanent duty station to a receiving station for discharge. While at the receiving station, he reenlists, takes reenlistment leave, and elects to report to the receiving station of his choice in accordance with current instructions.

Upon expiration of leave, the man reports to the receiving station, is made available to BuPers for assignment, and is assigned to a permanent duty station. Is the man entitled to receive reimbursement for dependents travel from last permanent duty station to new permanent duty station, or from the place of discharge to home address as indicated in service record at time of discharge?—N. B. B., PN1, USN.

• When an enlisted member, in a pay grade for which transportation for dependents is authorized, reenlists under continuous service (less than three months from date of discharge) he is entitled to transportation for his dependents from his old permanent duty station to his home, provided that travel is performed to his home prior to his reenlistment, and upon his reenlistment, from his home to his new permanent duty station.

However, if travel is not performed prior to his reenlistment, transportation is authorized only from the old permanent duty station to the new permanent duty station.—Ed.

Occupation Service Medal

SIR: Our ship operated out of Japan prior to 27 Apr 1952 (after the Korean Service Medal was authorized). Does the authorization of the Korean Service Medal during this period disqualify the personnel aboard my ship for the Navy Occupation Service Medal? — C.R.C., LTJG, USN.

• Eligibility for the Navy Occupation Service Medal terminated 28 Apr 1952 when the Japanese Peace Treaty became effective.

Since 27 Jun 1950 (the outbreak of the Korean conflict), very few units qualified for the Navy Occupation Service Medal because their principal mission then was in support of operations in Korea rather than occupation of Japan and they were thus eligible for the Korean Service Medal and the United Nations Service Medal. The determining factor in what award is authorized is the mission of the unit rather than its geographical location.—Ed.

Training Courses for ESRs

SIR:—Is there a list of training courses and publications for Emergency Service Ratings, corresponding to NavPers 10052, "Training Courses and Publication for General Service Ratings?—R. M. Q., YN2, USN.

• There is no separate list of training courses for Emergency Service Ratings since each training course covers the full qualifications for the General Service Rating. Consequently, the same training course is used by both types of ratings.

Most training courses have a study guide which tells the student what chapters pertain to specific Emergency Service Ratings.—Ed.

Shipping Into USN

SIR: I am a Reserve HM2 on active duty and would like to ship into the regulars. As I understand it I can do this if I either take a reduction in rate or successfully pass the exam for first class.

I made HM2 in 1952 under fleet competition and have served as HM2 aboard ships where I was the senior enlisted man. Now here is what I can't understand. Why should I be faced with the possibility of being reduced to third class? What is wrong with shipping in as HM2? I've even had the rate made permanent but that doesn't make any difference. My only hope seems to be in making first class so I can ship into the Regulars without taking a reduction in rate.—J. H. D., HM2, USN.

• It is believed you are misinterpreting BuPers Instruction 1130.4 when you say you may be enlisted in the regular Navy either by taking a reduction in rate or successfully passing the examination for HM1. This Instruction provides that naval reserve personnel may participate in service-wide competitive examinations for purposes of substantiating qualifications to enlist or reenlist in the regular Navy in pay grade currently held, or in your case, as HM2.

A review of the examination records indicates that you successfully completed the substantiating examination in January 1952 for USN service as HM2. The reasons you did not enlist or reenlist in the regular Navy as a result of this examination are unknown. The above Instruction requires that enlistment or reenlistment must be effected within six months from the date of examination. Therefore, the January 1952 examination may not now be utilized for substantiating purposes.

The primary purpose of the substantiating examination is to insure that Naval reserve personnel are professionally qualified for all phases of the general service rate concerned. Since you demonstrated this fact on one occasion, it should not be difficult for you

to reestablish your qualifications for USN service as HM2, and if in all other respects eligible and qualified in accordance with the provisions of BuPers Instruction 1130.4, be enlisted or reenlisted in the regular Navy.—Ed.

New Icebreaker

SIR: All hands aboard Atka (AGB 3) are interested in the new icebreaker that is being constructed. We would like to know the size of the ship, how the nucleus crew will be chosen, commissioning date, allowance, and where it will operate. Can you tell us anything about it?—R. J. R., YNSN, USN.

• The new icebreaker, AGB-4, has not yet been named. Construction is still going on and the completion date will probably be late summer in 1955. A complement or allowance has not yet been published and no fleet assignment has been promulgated.

The crew will probably be made up of men completing tours of shore duty at the time and of men in general detail status at receiving stations.

For a few details on "livability" features to be built into the new breaker, see p. 00 of this issue.—Ed.

Mission Omission

SIR: I noticed in the BuPers instruction concerning duty for enlisted personnel at Naval missions that the PN rating is included in pay grades E-7, E-5 and E-4 under the Rates Required but it is not listed in pay grade E-6. Is this an inadvertent omission or isn't the PN rating required in pay grade E-6?—W.C.S., PN3, USN.

• PN1 was inadvertently left out and will be included in the next revision to BuPers Instruction 1306.6.—Ed.

Battle Cruisers

SIR: When was the last time the Navy had battle cruisers? Were USS Alaska (CB 1) and USS Guam (CB 2) battle cruisers?—W.J.W., YN2, USN.

• The last "battle cruisers" in the Navy were used during the period of World War I and immediately thereafter. They included Lexington, Concord, United States and others. Lexington, as you may remember, was converted into an aircraft carrier. Most of the others were scrapped.

Alaska and Guam were large cruisers. They were very similar to battle cruisers though they carried different designation. They both saw service toward the end of the World War II. At present, both are in mothballs.—Ed.

Data on New AOs

SIR: Can you give me some information concerning the six new AOs that the Navy is building? Also what procedure should I take to get duty on one of the ships and how can I get on the waiting list?—J. A. E., MEFN, USN.

• The six new oilers now under construction are expected to be completed in late 1954 and early 1955. These ships will have a length of 655 feet, beam 86 feet and will have bunker capacity of 32,900 barrels, cargo fuel oil capacity 130,000 barrels, cargo diesel oil capacity of 8000 barrels and cargo aviation fuel capacity of more than 40,000 barrels.

No waiting lists for the new oilers are maintained since their crews will be composed of personnel completing tours of shore duty and personnel in general detail status at receiving stations awaiting assignments to new duty stations.—Ed.



USS CACAPON (AO 52), typical of Navy oilers doing their all-important job of replenishing the Fleet, has a line out refueling nearby carrier.



SUBMARINES were called 'submarine torpedo boats' up to 1911. After that, name was shortened to 'submarines.' Submariners still call them 'boats.'

When is a Ship a Boat?

SIR: A question has come up as to why submarines are called boats rather than ships. One person says this is so because subs are made of prefabricated parts and do not have a keel as other ships. do. How about this?—B—, G. G., SN, USN.

• Up to 1911, submarines were called "Submarine Torpedo Boats." Submariners shortened this to "boats" and that's what they have been called ever since. The method of construction has no bearing on the fact that submarines are called boats. Incidentally submarines do have keels.

Another Navy ship that had its name shortened is the destroyer which was once called a "torpedo boat destroyer." This was shortened by service use to "destroyer" and has remained so ever since. However, destroyer men call their ships "tin cans," never "boats."—Ed.

Time Between Broken Service

SIR: If a man is discharged from the Regular Navy on the first of the month and does not reenlist until the following month, is the time between discharge and reenlistment counted as time in service for pay purposes?—R. D. T., YN1, USN.

• No. NavCompt Manual, paragraph 044015-1 provides that in computing cumulative years of service for the purpose of determining basic pay, members will be credited with full time (active and inactive) for all periods during which they were enlisted or held commissions as officers, etc. As the man referred to in this case was not a member of the naval service for the period commencing with the date following his discharge through the day preceding re-

enlistment, such time may not be included in determining length of service for basic pay.—Ed.

No Sea Pay During Leave

SIR: If you are attached to a ship and granted leave is it customary to deduct your sea pay while in a leave status?—F. K., BM1, USN.

• Yes. Sea and foreign duty pay is not credited while you're in the U. S. for leave or hospitalization.—Ed.

Specialty Device for AQ

SIR: In looking through the chart of "Specialty Marks of Enlisted Naval Personnel" published in ALL HANDS, July 1953, pages 32-33, it has come to our attention that there have been two new aviation ratings: AQ and GF. The AQ specialty mark is that of an FC with wings added, instead of being that of an FT. Why? We're curious.—W. K., AB2, USN, and A. L. C., YNSN, USN.

• Inasmuch as the FC specialty device has come to possess heraldic significance as a symbol of the gun fire control art and the technical skills pertaining to this field, it was decided to adopt this insignia as the specialty mark of the now-combined rating of FC and FT. As you know, FC will be abolished on 31 Mar 1956.

The design of the specialty mark for the aviation fire control technician rating (AQ) was therefore chosen as the range finder with wings.

On looking over the rating specialty illustrations, you'll notice that the traditional and honorable emblems have been chosen which are appropriate to each Navy rating.—Ed.



Allowance for Shore Patrol

SIR: In a recent issue of ALL HANDS there appeared an article entitled "Increases are Authorized in Allowance for Officers and EMs Assigned to Shore Patrol Duty." This article states that an increase of 14 per cent in subsistence for Shore Patrol personnel has been authorized to increase the monetary allowance to \$2.75 per day.

This article cites SecNav Instruction 1030.6 as the reference. Immediately upon reading your article, I dug into our files and read this instruction with reference to BuPers Manual, Chapter 4 in the case of enlisted personnel. Chapter 4, paragraph (3) states: "When rations in kind are not available, enlisted personnel may be paid cash allowance in lieu thereof on the basis of \$2.25 per day."

Please advise me whether the larger allowance is in error, in pertaining to enlisted personnel, or if our BuPers Manual is incorrect.—L. P. V., YN1, USN.

• SecNav Instruction 1030.6 increase subsistence rates 14 per cent to \$2.57 (not \$2.75 as was stated) and cancels the last sentence of Article A-4405(5) which refers to the Shore Patrol. Further revisions are to be made bringing the BuPers manual up to date. For Shore Patrol purposes, the SecNav Instruction is the guide, not the BuPers Manual.—Ed.

MSTS Trips for Retired Personnel

SIR: Are retired naval personnel eligible to ride on ships of the Military Sea Transportation Service on a space available basis? If so where may I find additional information on using the MSTS service?—J. S. W., LTJG, USN.

• Retired personnel and their accompanying dependents are eligible for transportation via the Military Sea Transportation Service vessel on a space available basis. However, such space available travel in the Pacific area is banned at the present time.

Interested personnel should address a request to the Chief of Naval Personnel, Transportation Division. Upon receipt of such a request, more specific information and necessary application blanks will be forwarded.—Ed.

Names on Good Conduct Medal

SIR: A question has come up regarding the engraving of the recipient's name and date received on the reverse side of the Good Conduct Medal. Is the engraving a requirement or has it been just a matter of policy in the past?—D. J. D. Y3, USN.

• In the past, the engraving of the recipient's name with date of service on the reverse of the Navy Good Conduct medal has been a matter of policy. However, this policy has recently been discontinued and these medals are no longer engraved by the Bureau.—Ed.

Crediting Leave

SIR: I am writing for clarification of Article C-6402(3)-(c) of BuPers Manual and the instructions contained in paragraph (2) at the top of the Officer's Leave Record (NavPers 329), each of which concerns the crediting of annual leave.

While BuPers Manual states that leave shall be credited on 30 June of each year—referring to both officer and enlisted leave records—the instructions at the top of the Officer's Leave Record (NavPers 329) state, "On 1 July each year, enter credit accrued during past fiscal year . . ."

While it is understood that enlisted leave is credited, and the leave credit entry dated 30 June each year, it appears that there is a different entry date for officer leave. Since paragraph (2) at the top of the Officer's Leave Record says to make the entry on 1 July, then would not the date of that entry automatically have to be 1 July, since the commanding officer will sign the entry on 1 July?—E. I. K., YN3, USN.

• The disagreement between article C-6402(3)-(c), BuPers Manual of 1948, and the instructions printed at the top of Officer Leave Record (NavPers 329) is recognized.

The intent of the Armed Forces Leave Act of 1946, as amended, and current SecNav instructions regarding leave is to have leave credits entered at the end of each fiscal year; that is, 30 June. The only time an entry is entered on the leave record as 1 July, other than a regular commencement or termination date of a leave taken, is an entry to reflect the reduction of a person's leave balance to a 1 July maximum balance of 60 days.

Chapter 6 of BuPers Manual of 1948 is currently under revision and the changes in it will indicate clearly all the data necessary regarding officer and enlisted leave computation and records. Article B-2318 is also being rewritten to revise the instructions regarding the preparation and maintenance of the enlisted leave record on page 8.

Furthermore, a new article B-2213, concerning detailed instructions re-

garding maintenance of the Officer Leave Record (NavPers 329) has been written and is awaiting the Secretary of the Navy's approval. This new article eliminates the present discrepancy regarding the 1 July entry and will be published in a future change to the Manual.

It is anticipated that a new printing of the Officer Leave Record will change the date included within paragraph 2 of the instructions to read 30 June.

Pending publication of the aforementioned articles and change to the NavPers 329 form, it is suggested that the 1 July date appearing thereon be considered as 30 June.—Ed.

No Military Billets with USAFI

SIR: I would like some information concerning duty at USAFI, Madison, Wis. Are there any Naval personnel stationed at USAFI headquarters; if so what are the requirements for such duty?—J. D. W., PN2, USN.

• USAFI is staffed entirely by civilian personnel. No military billets are available.—Ed.

Navymen Know the Ropes, But It Takes an Expert to Recognize All These

SIR: Referring to "Taffrail Talk" in the October 1953 issue of ALL HANDS, on the subject of rope and line, listed below are the names and description of the ropes used in the Navy.

• **Bell Rope**—The rope, usually worked in ornamental design, attached to clapper of ship's bell.

• **Bolt Rope**—The rope around the edge of a sail and to which the sail is sewed.

• **Bull Rope**—A rope through a bull's eye, especially one used in securing a light yard or mast.

• **Dip Rope**—A length of open-link chain or wire fitted with an eye and shackle and tailed with a Manila rope; used in clearing hawse and in mooring, and in rigging a collision mat.

• **Foot Rope**—Rope secured under a yard, bowsprit or a boom to provide a footing while working.

• **Grab Rope (Hand Rope)**—A line secured waist high above a boat boom or gangplank, used for steadying oneself.

• **Head Rope**—The rope at the head

of a hammock when hammock is rigged.

• **Hook Rope**—A rope fitted with a hook at one end, for use in handling chain cable.

• **Jack Rope**—The lacing securing the foot of a sail to a boom.

• **Jaw Rope**—A span of rope leading from the jaws of a gaff around the mast, strung with hard wooden beads.

• **Man Ropes**—Ropes hung over the ship's side and used for assistance in ascending or descending.

• **Ridge Rope**—The rope rove through stanchion heads to which the awning stops and laces are hauled out. The backbone of an awning.

• **Ring Rope**—The rope used to bend the chain to the anchor ring.

• **Slip Rope**—A rope bent to the

anchor cable outboard of the hawsepipe and secured on the vessel's quarter; used in slipping the cable.

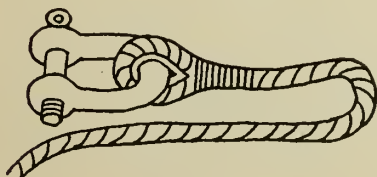
• **Tiller Ropes**—The ropes connecting the tiller to a drum revolved by the steering ropes.

• **Wheel Ropes**—The ropes connecting the steering wheel with the drum of the steering gear.

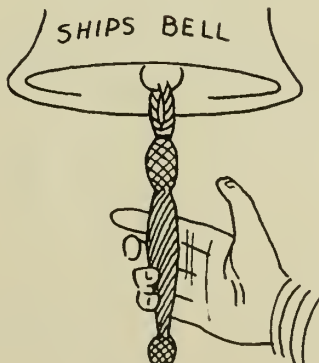
In addition to the ropes listed above there are others that are occasionally called ropes such as **Buoy rope** (line).—R. L. Schember, BMC, USN.

• You list 16 ropes, Chief, or 17 including the Buoy Rope. Some of them are new to us. We notice that you mention "steering ropes" in your description of Tiller Rope. Is this another name for the same thing, or number 18? Also, wouldn't Tiller Rope and Wheel Rope be the same?

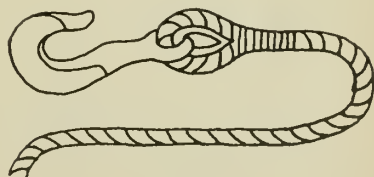
The Naval Academy's "Reef Points" lists the traditional seven ropes in the Navy: man, head, hand, foot, bell, buoy, and dip. Our "rope" experts are interested in hearing to what extent the other ropes are used.—Ed.



DIP ROPE



BELL ROPE



HOOK ROPE



HOSPITAL CORPSMEN ON THE JOB—Navy HMs bear a stretcher-laden Marine to awaiting helicopter for evacuation to rear area during Korean conflict.

Any Revision in Teleman Duties?

SIR: When is BuPers going to revise the Teleman training course NavPers 10220?

Part of this publication is outdated and in addition present Teleman correspondence courses have many questions that are superseded by JANAPs (Joint Army Navy Air Force Pubs).

I would also like to know if the Teleman rating is going to be changed so as to eliminate care of Navy mail.

—W. G. W., TE1, USN.

• *The Navy Training Course, Teleman (NavPers 10220) is now being revised by BuPers to bring it up to date. The revised edition should be distributed to naval establishments in about seven or eight months.*

The examinations for advancement are based on the publications listed in "Training Courses and Publications for General Service Ratings" (NavPers 10052-A). One of the references listed is NavPers 10220, but the pamphlet also includes appropriate ACPs, JANAPs and USFs. NavPers 10052-A, available through all District Publications and Printing Offices, will tell you what to study in preparing for advancement. Completion of a correspondence course will not alone prepare a man adequately for his advancement examinations.

As to your query concerning the deletion of postal clerk duties from the Teleman rating, a 1952 board was established to review the rating structure. The Chief of Naval Personnel has initiated research studies to determine the feasibility of removing the postal duties from the Teleman rating and of establishing a separate rating of Postal Clerk. If the research now in progress

leads to a change in the present Teleman rating, information will be published in future changes to "Manual of Qualifications for Advancement in Rating" NavPers 18068 Rev.—Ed.

Modifying Officers' Orders

SIR: In your August 1953 issue you had one answer about proceed time that needs clarification in my opinion.

BuPers Manual, Art. C-5315(g) authorizes modification of BuPers orders by endorsement *only* when no delay is authorized and *only* when an officer is going from ship to ship in the same port, or from station to station at the same place. There is no authority in that paragraph for modifying them if it is a change from ship to station or station to ship.

In other words, if the officer is going from sea duty to shore duty or vice versa, and BuPers has expressed no haste, there is no authority to modify the orders by endorsement, and he always gets his four days proceed time if he elects.—H. R. P., CAPT., USN.

• *Your letter brings up a good point. We asked the Officer Personnel Division which states that your interpretation is correct, that is: An officer continues in a sea duty status going from one ship to another, or he continues in a shore duty status going from one shore station to another. The commanding officer is authorized to expedite the reporting at the new ship or new station by endorsing the orders to that effect.*

As you say, however, the authority for the CO to modify orders does not apply when the orders involve detachment from a ship and assignment to duty at a shore station at the same port, nor when the detachment is from a shore station to a ship at the same place.—Ed.

HMs and DTs Serving With USMC

SIR: For the past eighteen months I have been an HN. Presently I am serving as a hospital corpsman with the Marines in Korea. This is what I would like to know. We here in Korea with the Marines are advanced in rating on a point system because it is not always possible to take competitive examinations. However this works to some individuals' disadvantage. I would prefer to take an advancement-in-rating examination competing with stateside corpsmen. Can this be done?—C. P. E., HN, USN.

• *Service-wide competitive examinations for HM and DT ratings were previously waived for personnel of these ratings who were serving with the U. S. Marine forces in Korea since it was not practicable to conduct examinations properly during hostilities.*

However, commencing with the February 1954 examinations, personnel of the HM and DT ratings serving with the U. S. Marine forces in Korea will be required to participate in regularly scheduled service-wide competitive examinations in order to be considered for advancement in rating.—Ed.

Obtaining Patent on Invention

SIR: Please send me information regarding the correct procedure to be followed in obtaining a patent through the Navy on an invention.—E. M. G., EMC, USN.

• *There is a good summary of how to obtain a patent, in the June 1953 issue of ALL HANDS, page 8. The procedure is too long to detail here, but rest assured that the Navy both encourages and assists budding inventors to obtain credit and protection for anything they invent. The office in the Navy Department that is interested in hearing about your suggestion is the "Suggestion Evaluation Branch, Office of Naval Research, Navy Department, Washington 25, D. C." (note change here from office title given in the June 1953 article).—Ed.*

Panama Canal Pilots

SIR: My buddy and I were discussing the pilots employed by the Panama Canal Co., and he said that there were also five or more men in the Navy qualified to pilot ships through the Panama Canal. Can you give us any information on this?—G. E., QM2, USN.

• *All pilots authorized to pilot vessels through the Panama Canal are employed by the Panama Canal Co. There are approximately 85 pilots presently employed as such and they must possess a Master's unlimited tonnage license as one of the job qualifications.*

Almost without exception all naval, military and commercial vessels must carry a pilot or accompany a vessel that has a pilot.—Ed.

Midshipman's Hats

SIR: On page 21 of the September 1953 issue of ALL HANDS is a picture showing the midshipmen at the U.S. Naval Academy throwing their hats into the air at the end of the four year course of training at the Academy. Do they ever get their hats back? If not, what happens to them?—J.H.R., PN3, USN.

• In throwing their caps, the men of the graduating class symbolize their changing status from midshipmen to officers in the U.S. Navy.

Since the caps have been used from three to four years they are no longer of much value to the new officer and are sometimes recovered as souvenirs by visitors attending the graduation exercises.—Ed.

Duty at Naval Petroleum Reserves

SIR: What information do you have on getting duty with the Navy's exploration oil drilling activities?

I have had previous experience with oil drilling companies while in civilian life. If the Navy still has this type of duty, it is requested that you let me know of the procedure for requesting it.—J. L. O'R., CS3, USN.

• At present there are no billets for enlisted personnel in the operation of the Naval Petroleum Reserves.

The recent exploratory program at Naval Petroleum Reserve No. 3 (Teapot Dome), Wyo., has been completed and exploration in Naval Petroleum Reserve No. 4, Alaska, has been halted. The only Reserves in which there is active development are Naval Petroleum Reserves No. 1 and No. 2, both in Kern County, Calif.

Naval Petroleum Reserve No. 2, Buena Vista Hills, has never been a reserve in the sense that oil could be maintained in the ground for emergency use. It is produced much like any other

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Channey (DD 667)—Men who served in this ship during World War II and are interested in a reunion early this summer contact Mr. G. A. Caldwell, 3301 Richmond Highway, Alexandria, Va.

• Air Development Squadron 2—All hands who served in this squadron and are interested in a reunion with time and place to be decided, please contact Mike Lakis, 113 So. 63rd St., Philadelphia 39, Pa. Phone: CR 6-3936.

• Ex-Navy Shore Patrolmen—All former Shore Patrolmen who worked in the Providence area during the period 1942 to 1945, and are interested in a reunion in the near future, please contact Phil C. Sellew, 27 Orchard Road, Windsor, Conn.

oil field by private operators on both patented and Navy lands.

Naval Petroleum Reserve No. 1, Elk Hills, is the only Reserve with productive capacity developed for use in time of an emergency. Present production is limited to that necessary for engineering reasons. The field is operated under contract with a private oil company.

In time of emergency, assuming increased production at the Elk Hills field, enlisted Navy personnel might be required to perform the normal oil field duties of roustabouts, roughnecks and pumpers.—Ed.

Business Loans Under G.I. Bill

SIR: I have a question regarding qualifications for a G.I. loan. I would like to start a construction business. I have the necessary experience and the market seems good. Would I be able to receive a G.I. loan for this type of business?—J. L. P., YNTSN, USNR.

• If you have served 90 days or more on active duty during the Korean Conflict or World War II and are released from active duty under conditions other than dishonorable, you are eligible for a G.I. loan to start a business. However, the VA only guarantees the payment of a business loan and does not grant the loan itself. You must convince a bank or other lending institution of the feasibility of your idea and thereby, get your loan. After finding such an institution, you apply to the appropriate VA Office for your certificate of eligibility which will guarantee the payment of a portion of your loan. You will need your original discharge and separation papers for this. Good luck.—Ed.

ComRats or Subsistence Allowance?

SIR: Here's a question for which we cannot seem to find an answer: A man is being transferred from one station where he is entitled to subsistence allowance to another station where he will be entitled to subsistence allowance. He is allowed four days proceed time. Is he entitled to regular subsistence allowance for these four days or does he get leave rations? What is the answer when a man is drawing commuted rations at his first duty station?—H. R., YNC, USNR.

• A man being transferred from one station to another station is entitled to commuted rations for proceed time. He is not entitled to leave rations or basic allowance for subsistence for this period.—Ed.

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New Rules of the Road Are Now in Effect

YOU may have heard that the well-known International Rules of the Road have been revised and go into effect as of 1 Jan 1954.

Do you have to know anything about the Rules? Let's assume you are a seaman, striking for a rate. Or, if you are a petty officer—what are you required to know about the Rules? Or is it only the captain who has something to do with them?

According to the *Quals Manual*, as a petty officer you need to know certain "military requirements," and you will be questioned on them in your exams. Among them are:

- Safety precautions when embarked in small boats.
- Sound signals for steam vessels during reduced visibility under way and at anchor.
- Ship distress and break-down signals.

SAILOR acting as lookout, keeps in constant communication with the bridge while scanning horizon. Obeying 'Rules of Road' is a full-time job.

Chart of Buoyage of U. S.

The ALL HANDS center spread this month is a chart of the Buoyage of the United States which is presented as an aid in maintaining safety precautions at sea.

Tables containing the standard symbols and abbreviations which have been approved for use on nautical charts published by the United States will be printed in a forthcoming issue.

- Whistle signals for meeting, crossing and passing.
- United States Buoyage system for marking channels and obstructions.

A review of recent service-wide

exams shows that many Navymen in the administrative and clerical group, engineering and hull, and ordnance rating groups were especially weak on these points. PO3s and higher rates in these and other groups are all required to know the *Rules of the Road*.

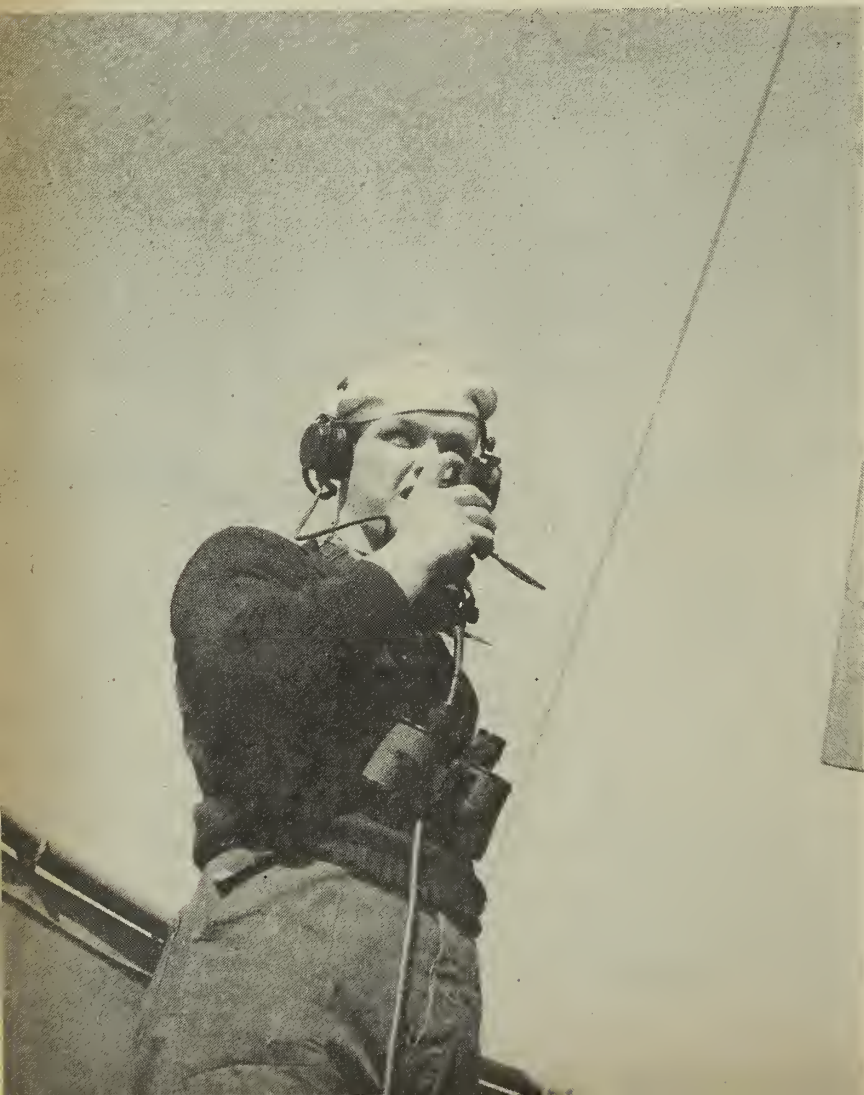
With this in mind, let's take a look at the revised "International Regulations for Preventing Collisions at Sea," most often referred to as *Rules of the Road*. Since 1889 almost all of the sea-going nations of the world have sailed under these *Rules*. In 1948, at an international conference held in London, a number of changes were adopted and submitted to the nations concerned. After study, the United States Congress passed an act containing the recommended *Rules*.

The recently revised *Rules*, as in the past, apply in all cases except inland waters, where local rules govern—that is, after your ship leaves international waters and enters inland waters. You might have been on the bridge at such a time and heard the QM or Navigator sing out "Inland waters, Captain." At that time, the Inland Rules (which differ from International Rules in several respects) become effective.

One important part of both Rules—International as well as Inland—is "due regard to the observance of good seamanship." Good seamanship is hard to define—very often it is experience you have gained either through being at sea, having been a deck officer, coxswain or member of a boat crew, or through the teaching of a good seaman.

The *Rules of the Road* do not apply to large ships only. Small craft also come under these regulations. Established procedures of good seamanship, while not actually written into the *Rules*, might well cover a lot of the running of small craft. For example, you have seen the coxswain slow the liberty launch to 500 RPM upon entering a congested area near a fleet landing. He will also slow when passing a ship that has boats tied up alongside. He will alter his course when he sees a signal showing that a diver is over the side. He knows he must give the right of way to a medical boat.

"But I don't stand OOD watches



and I'm not a coxswain," you might say. No matter, the Rules affect you too, if only indirectly. If you are a lookout, during a fog, for instance, stationed as far forward and as close to the water as the structure of your ship will permit, you might hear a bell ringing. If you know your *Rules* you won't ignore it. Instead you'll tell the conn that a ship is anchored nearby (rapid ringing of a bell) or that you may be passing a bell buoy (irregular ringing of a bell).

On a small ship you may be standing a gangway watch. You are senior man out on deck and you hear or see a signal. Will you know what to do unless you know what the signal means? It could tell you a lot of things—that a ship is bearing down on you, or that a nearby ship is on fire. When your shipmates are asleep they are depending upon your alertness. Proper performance of your duty on deck includes recognizing danger as well as acting upon it.

The new *Rules*, which you can find printed on the back of the June 1953 Pilot Chart (ask one of your QMs to show it to you), is in four parts; Part A *definitions*; Part B, *lights and shapes*; Part C, *steering and sailing rules*; Part D, *miscellaneous*.

There are 32 rules, as before. Visual identifications are mainly in the section on lights and shapes. The sound signals used at sea are to be found in each of the four parts. Side, mast and range lights, as reported to the OOD when underway, are found, for example, in Part B.

The *Rules* are based on good common sense. A decisive point often brought up by the courts is "What would have been done by a good seaman in this case?" (If you are a coxswain this means you—a good coxswain never makes a "cowboy" landing at a pier—regardless of how many people are watching or how much he wants to show men from another ship how salty he is).

About now you may be remembering that you have seen some people who don't go by the *Rules*. Maybe you have seen local fishing boats and even tugs that do not observe them. Ferry boats are probably the most frequent offenders. The only thing that can be done when you meet one is for all hands to keep a sharp lookout and for the conning officer (or coxswain in the case of a boat) to keep clear of the offender.

Knowing lights to be carried by



'HEAVE TO AND AWAIT PILOT'—Chief sends blinker message to approaching vessel. Harbor pilot will board ship and guide her into port.

ships and boats is important, too. For instance, a sharp QM who knows his *Rules* can almost instantly tell the OOD of a course change made by another ship at night. He has watched the range and masthead lights and has seen them change in relation to each other.

If you are familiar with the former *Rules* you will be surprised to find that seaplanes are given considerable attention in the new regulations. Any man assigned to seaplanes, or serving in a seaplane tender, can tell you that it is a necessary addition. Some other changes you'll find:

- A range light is now required for ships more than 150 feet long.
- Seaplanes underway on the water will now carry specified lights.
- Fishing vessels underway during fog may now sound an alternate signal or "a blast consisting of a series of several alternate notes of higher and lower pitch." Fog signals, of course, are used in any period of low visibility.
- Three short blasts now mean that engines are going astern—and not necessarily at full speed astern, as before.

• Five "short and rapid" blasts of the whistle may now be used as a danger signal on the high seas.

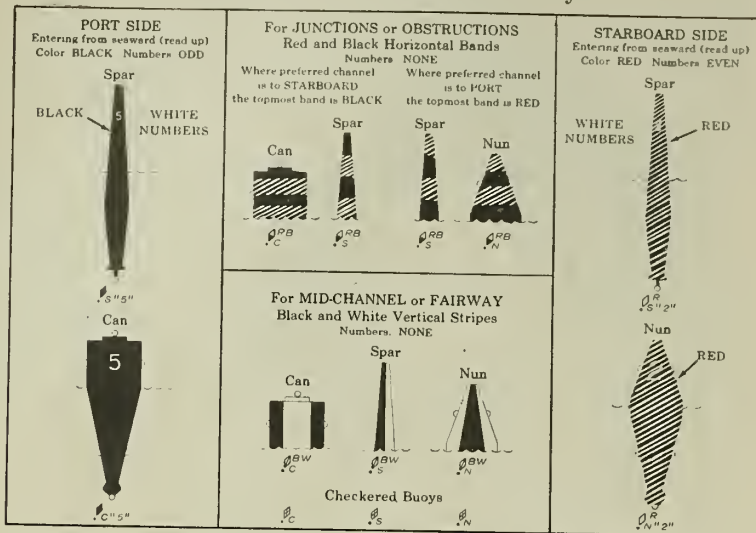
• Rule 12 states that "every vessel or seaplane on the water may . . ." show a flare-up light or use a detonating or other sound signal to attract attention.

• Rule 15 now adds a gong that must be sounded in the after part of a vessel more than 350 feet in length when the ship is anchored during restricted visibility. In addition, the vessel may sound one short, a prolonged, and one short blast to give her position.

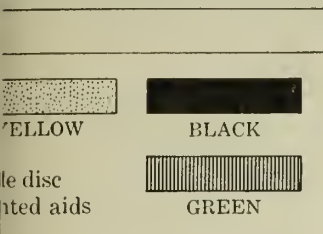
Probably the best advice that can be given to any coxswain, a PO in charge of a service craft, OOD standing an underway watch, or skipper of any vessel afloat, is found in the preliminary to Part C of the new *Rules*: Any action taken should be "positive, in ample time, and with due regard to the observance of good seamanship."

These *Rules* have been made to prevent collisions at sea—but they are only effective when they are learned by heart and then put into everyday practice.

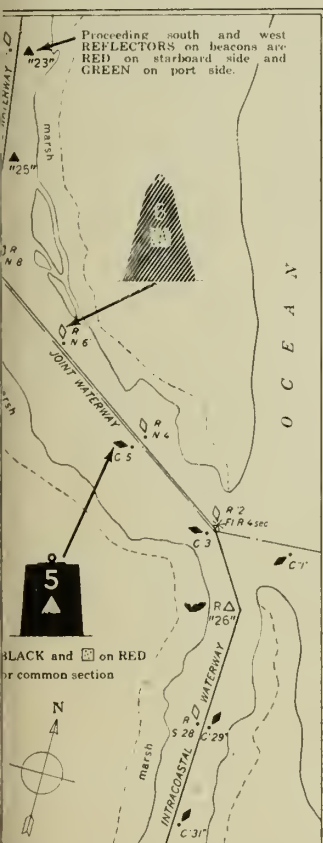
Unlighted Spar, Nun, and Can Buoys



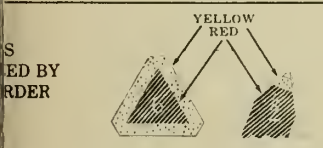
UNITED STATES



DUAL PURPOSE MARKING WATERWAYS COINCIDE



ATCH B:
ICW joins another waterway at buoy 8 and is common with it to buoy No. 3. section is numbered in the opposite direction to that of the ICW. The ICW number and yellow borders are omitted from the star aids but a or is shown to designate the ICW.



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ORDER

January 1954

Light Characteristics and Typical Lighted Buoys

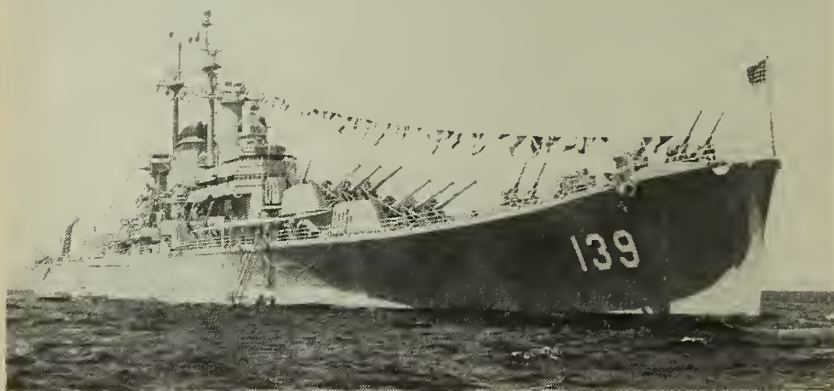
<p>PORT SIDE Entering from seaward (read up) Color BLACK Numbers ODD</p> <p>COLOR OF LIGHTS Green or White</p> <p>SLOW FLASHING (at regular intervals)</p> <p>OCCULTING (at regular intervals)</p> <p>QUICK FLASHING Marking important turns, etc., where particular caution is required</p> <p>Lighted BLACK</p> <p>Lighted Bell or Gong BLACK</p> <p>Lighted Whistle or Horn BLACK</p> <p>Combination lighted buoys may contain both light and BELL GONG WHIS or HORN. Lights on buoys are white unless otherwise indicated. Reflectors (REF) may be indicated on all floating aids.</p> <p>Lighted Mooring Buoy </p>	<p>For JUNCTIONS or OBSTRUCTIONS COLOR OF LIGHTS White Red or Green</p> <p>INTERMITTENT QUICK FLASHING</p> <p>For MID-CHANNEL or FAIRWAY COLOR OF LIGHTS White only</p> <p>SHORT-LONG FLASHING</p> <p>No special shapes Buoy colors same as for unlighted buoys</p> <p>Lighted</p> <p>Lighted Bell or Gong</p> <p>Lighted Whistle or Horn</p> <p>Lightship BRENTON REEF OCC 4 sec 13M U.S.A.</p>	<p>STARBOARD SIDE Entering from seaward (read up) Color RED Numbers EVEN</p> <p>COLOR OF LIGHTS Red or White</p> <p>SLOW FLASHING (at regular intervals)</p> <p>OCCULTING (at regular intervals)</p> <p>QUICK FLASHING Marking important turns, etc., where particular caution is required</p> <p>Lighted RED</p> <p>Lighted Bell or Gong RED</p> <p>Lighted Whistle or Horn RED</p> <p>Lighted Mooring Buoy </p>
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Lighted buoyage of the United States with explanation of their standard chart symbols and abbreviations

STARBOARD Aids To Navigation Intracoastal Waterway

<p>REAR</p> <p>FRONT</p> <p>SPECIAL (S)</p> <p>RANGES</p> <p>ROUND</p> <p>NUN</p> <p>BUOY</p> <p>DIAMOND</p> <p>CLASS</p> <p>SPAR</p> <p>BUOY</p> <p>2nd 4th</p> <p>DAYBEACONS</p> <p>Pointer Daymark</p> <p>3 PILE</p> <p>DOLPHIN</p> <p>SLATED, PILE</p> <p>STRUCTURES</p> <p>SKELETON</p> <p>STRUCTURES</p> <p>Note: Daymark colors and dotted added where needed. Burdier and number on Daymark where used.</p>	<p>RED REFLECTOR</p> <p>WHITE OR RED LIGHTS, FIXED OR FLASHING</p> <p>See note</p>	<p>STARBOARD</p> <p>Side of channel (Red with Even Numbers) entering from north and east and traversed to south and west respectively.</p>
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★★★★★ TODAY'S NAVY ★★★★★



USS SALEM (CA 139), presenting a good example of a full-dressed ship, has recently completed her fourth tour of duty in the Mediterranean.

MOSUs Look for Trouble

Ever heard of MOSU? Nine chances out of 10 your answer will be "No."

Translated, "MOSU" stands for "Mobile Ordnance Service Unit." At present there are three of these units in the Navy, one in Norfolk, Va.; one in Washington, D. C.; and the other in Japan.

Made up of one officer and 12 enlisted men, the three units dispense specialized and technical ordnance and know-how to fleet and shore activities.

Operating singly or in pairs as troubleshooters, members of each MOSU, who are either chief or first class fire controlmen and gunner's mates, respond to all calls. Once aboard ship, the team locates the trouble and either supervises the repair of the faulty equipment by ship's company or, if time is short, makes the repairs itself.

Another phase of the job is training of shipboard personnel in the maintenance of new equipment. To do this, all MOSU members go through a rigid training schedule themselves. This training begins at MOSU-2 at the Naval Gun Factory, Washington, D. C.

Each troubleshooter must go through MOSU-2 prior to his assignment to one of the other units. While

at the Gun Factory, he takes side trips to different factories and to the Naval Proving Grounds in Dahlgren, Md. At these places, he works with new equipment while it is still being manufactured and tested.

A typical day at MOSU-2 might find trainees scattered throughout the U. S. either learning new equipment or repairing it aboard ship. Several might be at ship yards. Others might be at factories in Camden, N. J., St. Louis, Mo. or Waltham, Mass. The remainder would be on call at the home office.

These units are fast providing the Navy with one of the most efficient repair units ever known. Nearly every man in all three units has been given at least one Letter of Commendation since the units were set up in June of 1953.—Stephen J. Nard; JOSN, USN, SERV LANT.

Inside Nautilus

USS Nautilus (SSN 571), the Navy's new nuclear powered submarine which is expected to be launched early in 1954, is going to have something else unique to submariners besides her revolutionary propulsion plant.

Nautilus, which will be the biggest thing to drop beneath the surface since the days of the pre-war V-class subs, will have a mess compartment large enough to double comfortably as a recreational space. Off-watch crewmembers will also be able to read and write at the mess tables without conflicting with the cook preparing the next meal. Her living compartments with cubicle-like sleeping spaces will compare favorably with such spaces found on large surface vessels.

This will be a big change to submariners accustomed to the old after-battery mess compartment found on World War II Fleet-type subs. This compartment was jammed with four mess tables, scullery sink, galley, and other equipment into a tiny space that even a short-order cook would find crowded.

Not since the original *Nautilus* (SS 168), has a submarine had two decks, but the new one will be double-decked and will have an accommodation ladder large enough to allow two men to pass going up and down.

The new *Nautilus* will even have a small machine shop, sick bay, and laboratory in the "stern room" (the after torepdo room on Fleet-type subs).

The wardroom stewards will gain too. Instead of carrying food half the length of the boat, ducking

YESTERDAY'S NAVY



LT Wilkes reported Antarctica to be a continent on 19 Jan 1840. Historic ironclad *Monitor* launched 30 Jan 1862. A Curtiss biplane was first plane to land on a ship, USS *Pennsylvania*, 18 Jan 1911, in San Francisco Bay. Battleship *Maine* arrived in Havana, Cuba, 25 Jan 1898, to provide for destitute Americans there prior to outbreak of Spanish-American War. U.S. Marines were sent to Nicaragua, January 1927, to protect American interests. U.S. acquired Virgin Islands from Denmark, 17 Jan 1917, Islands remained under supervisory control of Navy until 1931.

through watertight doors, they will have the food delivered via a dumb waiter from the galley on the deck below.

Air purification and oxygen replenishment in the submersible will keep the air clean for breathing while air conditioning equipment will cool and heat it for comfort.

All these habitability features have been added to increase the endurance of the crew. Human endurance is expected to be the limiting factor to *Nautilus* cruising range.

Painting and lighting will provide a favorable psychological effect on the crew. Living spaces will be done in more lively colors to eliminate the "closed in" feeling of cramped quarters.

Lighting will be fluorescent and special fixtures installed to give improved illumination on applicable gauges and operating instruments—an improvement over previously used overhead lamps that glared into crewmembers' eyes and reflected off instrument panels and the plastic faces of the gauges.

The designers of *Nautilus* were fortunate in having increased room in which to include these habitability features. The additional space was available as the result of the increased diameter of the hull needed to house the nuclear plant.

Although radically different inside, *Nautilus* will not be changed appreciably in exterior appearance, except for her size. Pear-shaped and streamlined over-all, she will have a bulbous nose that will allow her greater underwater speed.

Tactical Command Ship

The Navy's first tactical command ship has successfully completed her shakedown cruise.

USS *Northampton* (CLC 1) completed her maiden cruise in the Caribbean Sea. The cruise lasted 74 days, covered 11,783 miles with the crew completing 144 special sea and anchor details.

The ship's cruise was highlighted by a six-day liberty in Havana, Cuba, and a visit to all principal ports in the West Indies.

Commissioned in March of last year, *Northampton* will serve as a flagship for the commander of a task force. It has the speed to keep pace with carrier task forces and a hull affording more protection to its vital equipment than did its AGC predecessor.

Trouble-Shooting FASRons

Fleet Aircraft Service Squadrons are the repairmen of the Navy's air arm. Like their counterparts in submarine and destroyer tenders, they repair, service and test.

An average FASRon outfit is prepared to do repair work on aircraft and equipment above and beyond what squadron personnel are capable of with their limited equipment and time.

This work is not on just the plane itself, but all that goes with it—armament parachutes and electronic gear and preservation of the planes for shipment.

Fleet Aircraft Service Squadron 117, based at Barber's Point Naval Air Station, Hawaii, is a top-notch trouble-shooting outfit that serves as a good illustration of the variety of duties a FASRon unit may be required to do—and does.

Good maintenance helps create the Navy's good aviation safety record. Good maintenance means a job done with extreme care. Slipshod work is never permitted.

As with all FASRons, there are periods when the 1630 quitting whistle means only a change in shifts. One man frequently picks up another's tools. A plane is doing its job only when it is in the air and the FASRons keep 'em flying.

FASRon 117 was recently given two extra missions. The first was to prepare, service and test transient patrol aircraft for trans-oceanic flight. The second was to salvage

140 multi-engine obsolete aircraft remaining in the World War II pool.

The men did both jobs, plus the routine maintenance work as well.

Saturday and Sunday are little different at Barber's Point from Monday and Tuesday. On these weekend days, FASRon 117's duty section services F6Fs and SNJs used for Reserve flying.

Occasionally there is a break in the monotony of servicing land-based aircraft when a group of "salty" planes from an aircraft squadron fly in.

Fleet Air Service Squadron "tin-benders" can completely reconstruct a fuselage. In the same shop hydraulic systems are given complete overhauls.

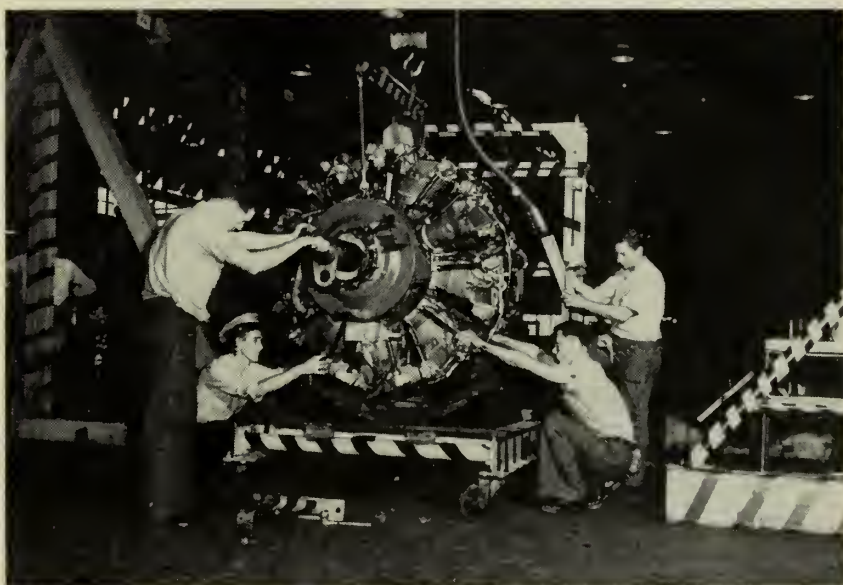
New Ammo Ships

The Bureau of Ships has awarded design work on a new class of ammunition ship (AE).

Construction of two such vessels is authorized in the 1954 ship-building appropriation. Actual construction contracts will be awarded at a future date.

The new ships will be the first U.S. Navy vessels designed from the keel up as ammunition ships.

Designed especially to meet the strenuous requirements of present day rapid replenishment at sea, the new ammo ships will have elevators for internal handling of ammunition and the most-up-to-date methods of storage. Steam turbines will furnish the main propulsion.



'CANNED ENGINE' is lowered by FASRon 117 members (l-to-r) D. J. Bennet, AD3, R. P. Kennedy, ADC, L. W. Melching, AD1, and T. J. Lobard, AD3.

New Radar Device on Carriers

New radar speed-measuring equipment is being used on aircraft carriers to save the lives of pilots and safeguard complex and costly aircraft by helping fast-flying jets land safely aboard. The new equipment "clocks" an approaching plane and indicates whether or not it is coming in at a safe landing speed.

The equipment "watches" the approach of a plane coming down for a landing and warns the landing signal officer if the speed is too fast or too slow. The officer then wig-wags his orders to the pilot, either guiding him down to a landing, or waving him off for another try.

Too fast a speed, of course, would cause a jet to "overshoot" the arresting cables. Too slow a speed is extremely dangerous, for the airplane becomes wobbly and may stall in mid-air, plummeting into the sea or onto the deck with destructive force. With jet aircraft, unlike propeller-driven planes, there is only a narrow spread between "too fast" and "too slow."

The new speed-measuring equipment automatically takes into account the speeds of both the aircraft and the carrier. It then coordinates this information with the wind's speed to give an accurate and reliable reading of the true airspeed of the plane. The landing signal officer uses this information to help him bring the airplane safely aboard the carrier.

The speed-measuring equipment

is described by engineers as the first triumph in a project to develop a complete, carrier-controlled system for guiding the approach and landing of aircraft. Someday it may be possible for the landing signal officer to take over and actually fly the airplane on its final approach to the deck—even though he is not in the air himself. He would do it by watching the plane's approach on the CCA equipment, and operating a set of controls on the deck that are connected electronically to the plane's automatic pilot.

In the meantime, the speed measurement device is expected to prove a tremendous value in all-weather flying. All active CVAs now have the device.

Flying Radar Station

A new type aircraft, developed by the Navy, has been ordered for use by both the Navy and Air Force to serve as a flying radar station. The high-altitude reconnaissance aircraft, bulging with over six tons of electronic detection gear, will be a special version of the R7V-1 "Super Connie" transport now in use by Navy Air Transport Squadrons One and Eight.

The new radar-equipped Connie is designed to carry the Navy's electronic "eyes" to high altitudes where radar beams (which cannot bend over the horizon) may attain their maximum range in spotting either surface or air targets.

The Navy version of this new type

plane will be designated WV-2, successor to the WV-1s used to test and develop aerial radar searching for the past three years. The Air Force radar planes will be called the RC-121C.

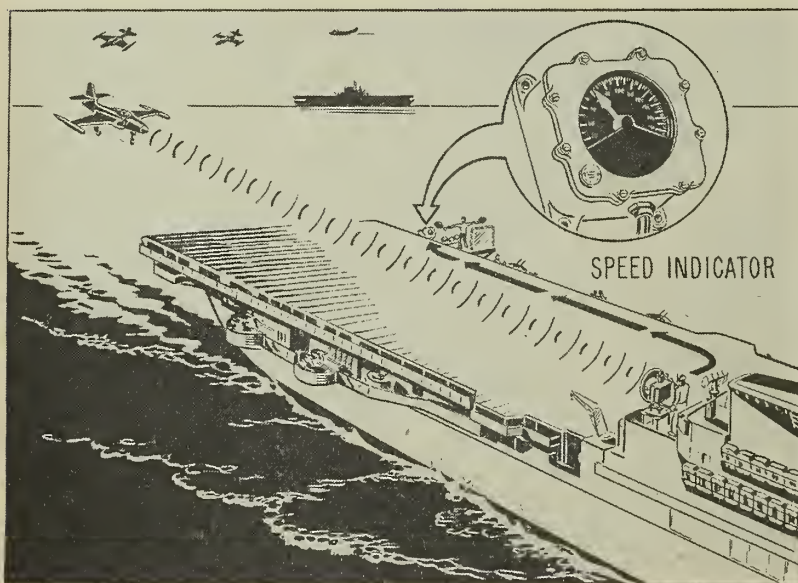
The WV-2s will be used by the Navy primarily to screen task forces. The planes will be able to fly from land bases to points far at sea, where they can patrol for long periods guarding Navy contingents from surprise attack in any waters of the world.

These new-type radar aircraft will be equipped to serve also as Navy fighter-directors, guiding carrier planes to enemy craft far beyond the radar search of surface ships.

The planes will present a "new look" as far as Navy aircraft are concerned. Protruding from the top of the fuselage will be an eight-foot high structure resembling the dorsal fin of a sail fish. It will house a height-finder radar antenna. Mushrooming from the bottom of the plane will be a bowl-shaped radome described as "probably the largest single plastic part ever built."

Powered by four 3250-horsepower turbo-compound engines, the aircraft will possess all the range and altitude capabilities of the R7V-1 transport. Despite the huge radomes, the new plane can fly 324 miles per hour although its speed is not a prime essential for the aircraft.

Besides its high-altitude sentry duty, the new electronics plane will be able to track weather disturbances



TRACKER keeps radar antenna pointed at incoming plane. Sketch (left) shows relationship of tracker to plane. Landing signal officer, watching speed indicator, either guides pilot in or waves him off for another try.



by radar and improve present storm warning services.

The plane is equipped to carry a crew of up to 31 men. Cabins are soundproofed and seats have been designed to minimize fatigue on long missions. Each plane will carry a complete electronics maintenance shop and a team of electronics technicians to make in-flight adjustments and repairs.

The design of the plane will include a galley for meals aloft and bunks for off-duty crewmen. Cabins are pressurized to maintain 10,600-foot comfort at 25,000-foot altitude. The temperature inside the plane can be kept at an even 75-degrees despite 60-below-zero weather outside.

Among the major scientific accomplishments in designing and building the new plane was the development of the large aerial antennae. These antennae can be attached to the exterior of the plane without materially affecting its speed, range, take-off or maneuvering characteristics.

Another feature of the plane is the arrangement and integration of a vast assortment of electronic equipment into the confined, cigar-like shape of an airplane in such a manner that it can be conveniently utilized by dozens of men and is readily accessible for maintenance during flight.

Army-Navy Reunion

An Army corporal with 15 days rest and recreation leave from his post in Korea, preferred to spend his leave on a Navy carrier at sea instead of in a rest hotel in Japan.

This isn't quite as odd as it sounds, since Corporal Joseph E. Burch, III, had not seen his father in more than a year until he boarded the aircraft carrier *uss Lake Champlain* (CVA 39) off Korea. His father, Chief Electronics Technician Joseph E. Burch, Jr., USN, is serving in the carrier.

Young Burch travelled via jeep, train, bus, plane, destroyer and finally highline to reach his father. The last link in the trip was effected when the destroyer *uss Rowan* (DD 782) pulled alongside the "Champ" and transferred CPL Burch via highline.

The reunion of father and son was made possible by the combined efforts of *Champlain's* skipper and Army authorities in Korea.



SHIP'S offices and shops double as study spaces. C. Edwards, Jr., QM3, USN, and T. P. Kutulas, QM3, USN, work on assignments in chart house.

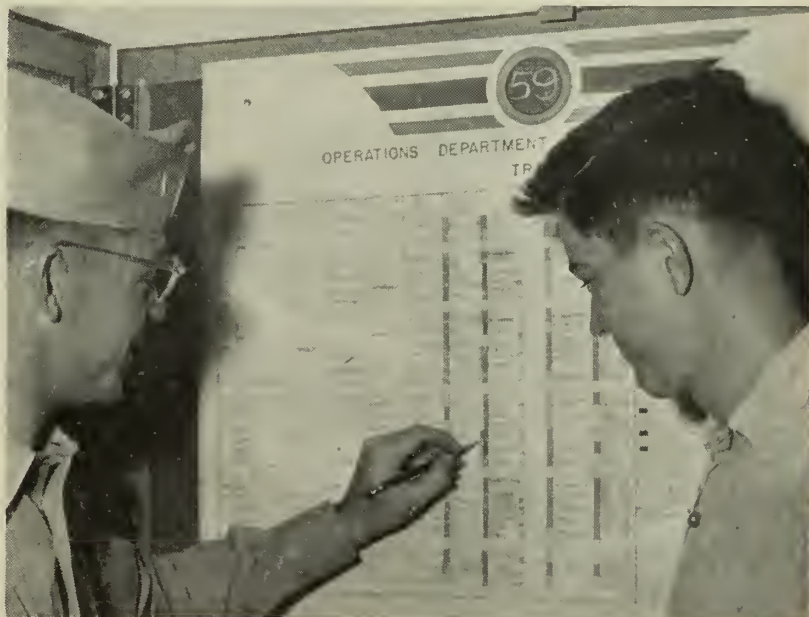
Going to School at Sea Is Easy the Diphda Way

"Salty scholars" are in the majority on board *uss Diphda* (AKA 59), where more than 70 per cent of the officers and men are taking part in the voluntary educational program.

Thirteen officers and 141 enlisted men are enrolled in USAFI, high school, college and university courses as well as in Navy Training Courses.

Nine classes meet once each week, allowing students to straighten out assignment difficulties.

When a course is completed, students take written exams and, if they pass, are awarded achievement certificates. Frequent commendatory masts, usually conducted by an admiral, stimulate interest in the program.—Duane A. Wakeham, JO3, USN, ComScrvPac.



PROGRESS CHARTS show students where they stand. Here, ENS R. W. Stiegelmar, USN, chalks up completed course for A. D. McNeilly, QMSN, USN.



SAILORS from original seven-man crew of YFR 888 accompanied the refitted vessel from its East Coast berth to its new base in the Far East.

Raised Reefer—YFR 888—Now Serving in Far East

Navy men are proud of the ships in which they serve. At the drop of a white hat they will give you the scoop on their ship. They will give you the records their ship has set—talking fast so you won't interrupt to tell them about *your* ship.

This is the story of "ole 888," that started out from a watery grave on the east coast of the United States, and is now serving, good as new, in the Far East. She is a YFR.

If you're up on Navy vessel types, you'll know that YFR 888 is a "Refrigerated covered lighter, self-propelled."

Moored between two vessels at Bayonne, N. J., when a heavy storm broke her mooring lines, "888" was crushed by the ships on either side, then sent to the bottom. That was in 1950.

For the next two years she lay broken and battered until plans were formulated to raise her in April 1952.

Raised by Navy salvage men, "888" was cleaned, painted and refitted for duty. The yard craft was then assigned to duty in the Far East.

Moving a refrigerator yard craft some 12,000 miles to the other side of the globe is no mean task. Traveling by tow, she carried a seven-man crew all the way. By the time

they reached their destination, the crew of "888" had a strong feeling of attachment for the sturdy yard craft.

From Bayonne, *uss Penobscot* (ATA-188) towed her through choppy waters to the Panama Canal. At the Canal, "888" was picked up by *uss Unadilla* (ATA-182) and towed to Long Beach, Calif.

Then she started across the long stretch of the Pacific, now in tow of *uss Chowanoc* (ATF-100). The seven-man crew continued work on the vessel as best they could, eating from *Chowanoc's* galley.

Almost at the end of their journey, they ran into the tail-end of a typhoon. YFR 888 weathered it safely and reported for duty as per schedule, at Yokosuka, Japan. Old "888's" crew has now almost doubled, numbering 13, including six of the original crew.

The hard work of an enthusiastic crew has brought a new shine to the one dingy face of the reefer. New equipment and fixtures dot her way to repaying the Navy for her rescue from a watery grave.

Quiet and unassuming, "888" is carrying out her assigned tasks. If your ship should get reefer supplies from her some day, the crew will fill you in on more details.—Paxton Moore, PN3, USN.

2-in-1 Fire Truck

A couple of surplus two-ton trucks, placed back-to-back and welded together, are giving U. S. Fleet Activities of Yokosuka, Japan, increased fire safety and are providing an apt testimonial to Seabee ingenuity.

The hook and ladder truck, built entirely by local hands, is answering a long-felt need for a truck long enough to carry 60-foot ladders needed to reach the tops of large warehouses.

Chiefly responsible for the achievement are a pair of Seabees, C. R. Edwards CMG2 and J. E. Jones, CM1. The two took a pair of junked two-ton trucks and welded together the rear sections of each, bracing the body along the middle with four supporting beams.

The main problem was the steering mechanism in the tail of the truck. Because of the length—slightly more than 36 feet—it was necessary to steer the vehicle from both front and rear wheels to negotiate corners. It also required front-wheel drive.

Completely equipped with fire-fighting gear and tested for maneuverability at a 55 mph clip, the fire truck now does duty on the base and all for the total price of \$2700—about one tenth the price of a new model.

Quick Wits Save Pilot and Jet

Fast thinking and action by flight deck personnel aboard *uss Kearsarge* (CVA 33) recently prevented the loss of a quarter-million dollar airplane and possible loss of two lives.

An F9F Panther jet landing at a slight angle on board the carrier had its tail hook sheared off by the arresting cables. The plane hit the deck barrier at high speed, hurtled through it, and came to rest at a dangerous angle on the flight deck's edge.

Deck personnel raced into action. Lieutenant Commander Anthony Fedanzo, USNR leaped to the aircraft's wing to assist the pilot in making good his escape.

At the same time, Broaden E. Maloy, AA, USN, clung to the tail of the plane, weighting it down with his body to prevent it from tipping over and plunging into the water. He was joined quickly by others from the flight deck and their aid prevented the loss of the aircraft and possible loss of the pilot and Fedanzo.

Chief Adopts Korean Orphan

A bachelor Navy chief, Vincent T. Paladino, BMC, USN, has untangled the rolls of red tape involved in bringing into the U. S. his "adopted" son, Lee Kyung Soo, a four-year-old Korean war orphan.

On his first attempt, Chief Paladino was able to get as far as Honolulu with Lee before being turned back because of visa regulations on the youngster.

With the help of an understanding BuPers that revised the orders that directed him to school in San Francisco, Paladino was allowed to return to Japan where he completed legal arrangements for Lee's entry into the U. S.

Today little Lee is safe in the U. S. where he will make his home with Chief Paladino's parents in New York State.

Altitude Record

Lieutenant Colonel Marion E. Carl, USMC, has set an unofficial world's altitude record of 83,235 feet in a rocket powered D558-II *Skyrocket*. This mark exceeds the *Skyrocket's* own previous achievement of 79,494 feet in August 1951.

Colonel Carl set the new mark, almost 16 miles high, during the testing of a new Navy high-altitude pressure suit at Muroc Dry Lake, Calif. The small *Skyrocket* was carried to an altitude of 34,000 feet under a B-29 bomber.

Within seconds after being dropped, the four rockets which powered the aircraft blasted the D558-II well past the speed of sound as Carl headed it upward in a steep climb.

The aircraft's rocket fuel was completely expended by the time it reached 75,000 feet, but the momentum carried the plane up to the new mark. The altitude reached was determined by radio photo theodolite equipment on the ground. This equipment is accurate at that altitude to plus or minus 100 feet.

The new mark will not be recognized as official by the Federation Aeronautique Internationale because the rules specify that aircraft have to take off from the ground under their own power.

After reaching the zenith of his climb, Colonel Carl pushed the nose over and glided back down to the dried up lake bed where he made his landing at a speed of approximately 150 mph.

JANUARY 1954



ADOPTED four-year old Korean son of Vincent T. Paladino, BMC, waves 'hello' with help of new dad.

Ships for NATO

Eight NATO nations will soon be giving new names to 130 converted or newly built ships slated for delivery from the U. S.

Two U. S. submarines will be loaned to both Turkey and Italy. The French took possession of an aircraft carrier, *uss Belleau Wood* (CVL 24) at Mare Island Naval Shipyard, in September.

The Italian Navy needs streamlined submarines in order to provide effective training of her anti-submarine forces to carry out the mission assigned her navy under the NATO organization.

The two submersibles will be loaned to Turkey to replace two obsolete ex-German U-boats.

The submarines will be converted into snorkel types and provided with spare parts and torpedoes. Funds for this work and material will be provided under the Mutual Security Program.

The French Navy has acquired experience in the operation of American aircraft and carriers from the *ex-uss Langley* (CVL 27). *Belleau Wood* was demothballed before being turned over.

In addition, a number of wooden hulled AMSs (motor mine sweepers) and AMs (mine sweepers) now being built in the U. S. will be shared by France, Portugal, Belgium, Denmark, Italy, the Netherlands, Norway and the Philippines.

Chief's Chief Chief

The *Chief* lost a Chief who had spent more than three-fourths of his career at sea, when Richard Dionne, QMC, USN, retired. Chief Dionne was completing his twentieth year in the Navy—on board *uss Chief* (AM 315)—and sixteenth year of sea duty when he was finally beached.

Starting in the service at the age of 19, Navyman Dionne has seen a variety of duties in a variety of ships. He drew as his first assignment *uss Ranger* (CV 4), the first ship built and commissioned as a carrier, where he served as a signalman for four years before moving on to other assignments.

As he made his advance up the rating ladder, Dionne saw service in *uss Pennsylvania* (BB 38), *uss West Virginia* (BB 48), *uss Tippecanoe* (AO 21), *uss YMS 334*, *uss Cascade* (AD 16), *uss Berrien* (APA 62), *uss San Saba* (APA 232), *uss Quick* (DMS 32), *uss John R. Pierce* (DD 753), *uss Blue* (DD 744), *uss Firecrest* (AMS 10) and finally in *uss Chief*, the flagship for MinDiv 74 operating out of Long Beach, Calif.

Standing foremost in his memoirs are his experiences in *Tippecanoe*, which fueled *uss Hornet* just before Jimmy Doolittle's surprise raid on Tokyo, and in *Lexington* before she was lost in the Coral Sea battle during WW II.



RICHARD DIONNE, QMC, takes an azimuth before getting underway on his last cruise in *USS Chief* (AM 315).



USS THUBAN (AKA 19) was one of three PhibLant ships which carried a complete Marine air group from Norfolk, Va., to Yokohama, Japan.

PhibLant Transports Give Marines a Big Lift

Three PhibLant ships, *uss Alshain* (AKA 55), *uss Thuban* (AKA 19) and *uss Deuel* (APA 160) recently participated in a 32-day half-way-around-world lift which saw them carrying a complete Marine Air Group from Norfolk, Va., to Yokohama, Japan.

This port-to-port job was in contrast to their wartime job of taking aboard Marines along with their fighting gear and delivering them via assault boats direct to the scene of hostilities.

The three ships carried more than 1400 Marines and some 4200 tons of equipment. The group was accompanied by two escort carriers, *uss Corregidor* (CVE 58) and *uss*

Palau (CVE 122), which carried a cargo of planes and more than 400 vehicles of various types. The planes and the vehicles were cared for by 300 Marine aircrewmembers who rode the baby flattops.

The Marine passengers aboard *Alshain*, *Thuban* and *Deuel* quickly fell into the routine of shipboard life. They stood watches, helped out in the galley, bake shop, barber shop, laundry, sick-bay and in food serving.

It all helped make the voyage go faster. By the time the 10,250-mile voyage came to an end, "ships company" and "troops" had become just plain "crew."—W. J. Miller, QMC, USN, *uss Alshain*.



USS ALSHAIN (AKA 55) helped transport the more than 1400 Marines and 4200 tons of equipment in the 32-day half-way-around-the-world lift.

New Hurricane Hunter

Joining the ranks of "Hurricane Hunters" down in the Caribbean, the Navy's *Neptune* has come through its first weather battle with flying colors.

The latest hunter-plane, a prototype of the P2V-3W *Neptune* patrol plane, assigned to Weather Squadron Two of NAS Jacksonville, Fla., successfully tackled a full-scale hurricane. The results of this flight indicate that the *Neptune* may prove very valuable in tracking hurricanes. The squadron uses P4Y-2s in its operations, in addition to its single *Neptune*.

After the flight, the plane's aerologist reported low turbulence in the P2V, and the navigator liked being close to his radar scope.

Weather Squadron Two was commissioned on 10 Mar 1952 at NAS Jacksonville, Fla., and conducts hurricane reconnaissance throughout the Gulf of Mexico, Caribbean Sea and the Atlantic Ocean.

The hurricane hunting airmen search for and penetrate the big storms. They then radio the location, direction of travel and wind velocity to the Joint Hurricane Warning Service in Miami.

The Warning Service issues advice and warnings to the civilian population and government installations in the affected areas.

Smart Service Squadron

For the eighth consecutive month, Fleet Aircraft Service Squadron 6 of NAS Jacksonville, Fla., has earned a perfect mark for its work in the Atlantic Fleet Air Force training program.

This squadron marked up perfect scores each time, showing all hands registered in some course of study and all EMs qualified on time for their advancement in rating examinations.

The many top scores turned in by FASRon Six are partly due to its unusually comprehensive collection of textbooks. In addition, daily lectures covering the different phases of squadron policy, details of operation and proper procedure in carrying out daily work, are given by senior members of the squadron.

Other NAS Jacksonville-based squadrons that finished in the top 10 units include Fighter Squadron 31 — second; FASRon 109 — third; Fighter Squadron 14 — fourth; and Fighter Squadron 13 — sixth.

Spearfishers Make Big Catch

J. W. Prejean, AL3, usn, from NAS Guantanamo Bay, Cuba, is an avid spearfisherman, but even he wasn't prepared for the whopper he ran into during a recent escapade in the waters off Cuba.

Swimming about 100 yards from the boat, which was anchored about 200 yards off shore, Prejean was about to call it a day when he spotted a dark hulk below him in approximately 65 feet of water. With several powerful kicks of his finned feet, he headed to the bottom—quite a feat without the use of diving gear or an aqualung.

Prejean moved in and cut loose with his spear gun. The spear sank into the fish and the battle was on. It was only then that Prejean realized what a tremendous fish he had tangled with.

With one terrific pull, the fish jerked the gun from Prejean's hands and Prejean had to surface for air.

R. L. Munsell, AN, usn, who had been watching the battle, now went down to apply what he thought would be the "coup de grace." But his spear bounced off the monster as if it had a steel coat.

The wounded fish headed for one of the coral shelves prevalent in the area and nestled in a little cove, with only its head and part of its back exposed.

The excitement of such a find attracted other members of the party. Lieutenant (junior grade) John Kropack joined the battle and speared the fish. He then attempted to pull it to the surface but the cable attached to the spear snapped like a piece of thread.

The fish remained at the bottom and obviously had no intention of being moved from its rugged haven in the coral bed. All hands reloaded and rigged heavier lines to try to bring up the prize, but repeated shots and pulls failed to budge the monster.

Two more spearmen, Ted Alberg and Bob Foster, SN, usn, both equipped with aqualungs, now appeared on the scene and after a hasty conference it was decided that this pair would make the final effort to bring the catch to the surface.

Foster dived down, ran his spear through the fish and bent it double to provide a sure hold. This set the huge fish off on a 60-yard dash through the depths.

Foster, holding tight to the



SPEARFISHERMEN J. W. Prejean, AL3, USN, and R. L. Munsell, AN, USN, pose with 158-pound 'grouper.'

doubled spear, was carried along behind. Pulling out his knife (which is standard equipment for all skin divers) Foster stabbed at the fish repeatedly until it stopped. Lucky it did, for the edge of another coral shelf was just a few yards beyond.

It took Ted Alberg and Foster, aided by the group topside, more than an hour to haul the fish to the surface.

The fight and excitement had been worth it. The spearfishermen had caught 158 pounds of fighting

grouper—one of the largest catches ever made by the men of the Guantanamo Bay Spear Fishing Club.—LCDR W. K. Woodard, (SC), usn.

Judo Draws Interest

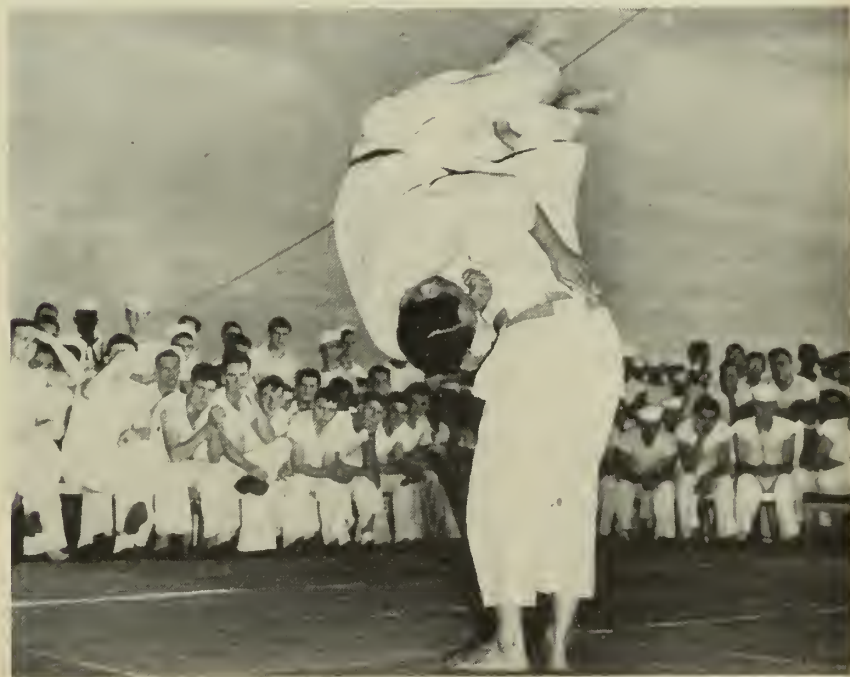
The ancient Oriental form of self-defense and sport—judo—is finding increased interest among sailors on ships and stations in the Far East.

For example, when the heavy cruiser *uss Quincy* (CA 71), visited Nagoya, a city in southern Honshu, Japan, a judo exhibition, which included performers who hold the rare "striped red belt," was held on the ship's fantail. The striped red belt is an indication of an expert in judo.

The men of *Quincy* saw both "Kata" and "Randori" style judo performed on the straw-matted fantail. "Kata" is the practice of form, a very difficult art that was used by armored Samurai (Japanese warriors) on ancient battlefields. "Randori" is formal combatant matches between teams.

Vice-Governor Mori, of Aichi Prefecture, and wearer of a fifth grade black belt, gave the welcoming address and then excused himself and returned in a "judo-gi" (judo clothing) to take part in the demonstration. Tipping the scales at more than 250 pounds, the Vice-Governor is a former captain of the Nippon University judo team.

The men of the attack cargo ship



JUDO EXPERTS demonstrate holds, that once had a part in Samurai battles, to crewmen of *USS Quincy* (CA 71) during ship's stopover in Nagoya, Japan.



JAM SESSION on board USS Roanoke (CL 145) finds sailors D. E. Mann, R. L. Olcese, R. D. Sleight, J. R. Roberts and J. P. Turi sounding off with 'Blue Skies.'

uss *Union* (AKA 106) have gone a step further. To them, the art of judo has become a hobby and sport to learn and practice in off-duty hours aboard their ship.

Lawrence A. Tierney, BM1, usn, has organized a judo class aboard *Union*, teaching his shipmates this artful and sporting means of self-defense. Tierney teaches his class of 20 men both Randori and Kata phases of judo.

Tierney, who first became interested in judo after watching exhibitions in California and Japan, learned judo in Japan and wears the black belt.

The judo class on the attack cargo ship has held matches with judo students in Japan and on other Navy ships in the Far East. *Union* is on her third tour of duty in the Far East.

Band Makes Pacific Swing

Navy musicians do more than play flourishes and marches. If you don't think so, ask the members of the CinCPac Fleet band.

On a recent swing around the Pacific area, they loaded and unloaded from planes, ships, boats, buses and trucks over 7,000 pounds of musical instruments, baggage, and equipment. At each stop they played it "hot" and "sweet," for the guys doing duty in Japan, Korea, Formosa and the Philippines.

Forty days and 16,000 miles later, after the band's return to Hawaii, the echoing applause from the more than 80,000 people that looked and

listened was still ringing in the ears of Chief Musician Zeramby and his 24-man combo.

It wasn't the first trip the band has made away from home base and it probably won't be its last—but it was the longest.

Starting from Honolulu, they touched at Midway and Wake. Here they played popular requests of the Navymen in front of propped-up screens on the beaches. Then came Japan and stops at Atsugi, Tokyo, Yokosuka, Itami, Tachikawa, Iwakuni, Itazuki and Hakata.

A jump over water and the band entered Korea, Pusan and the Korean Naval Academy at Chinhae. Three thousand Korean midshipmen shouted for "Indiana," "Bandjive" and "Boogie Studio No. 5." From there they covered United Nation's bases in South Korea where men sat, listened and applauded. Then on to Taegu, Seoul, Inchon, with stops in hospital ships *uss Haven* (AH 12) and *uss Repose* (AH 16). After playing to the wounded Navymen and Marines they went on to Okinawa where 7000 people watched the show. This audience was topped in Formosa where 12,000 assembled.

Continuing their swing, the bandsmen played in the Philippines—Sangle Point, Cubi Point, Subic Bay, Clark Field and Manila—then on to Guam, Kwajalein, Johnston Island, and finally home to Hawaii.

Rave notices are calling them back and the bandsmen are ready. —John Lake, JO3, usn.

'Hottest' Band in the Navy

A "real cool" bunch of musicians from *uss Roanoke* (CL 145) consider themselves the "hottest" band in the U. S. Navy.

As a matter of fact the band was once so "hot" that trumpet valves expanded and stuck, lacquer peeled off the outside of instruments and snare drum heads became so taut that they finally popped off.

This took place during a summer's cruise in the Caribbean, where the weather gets rather warm—to say the least. They claim the weather should take only part of the credit, however.

Made up of 17 men, the band has a schedule that would make many a civilian band scramble for a second look at its contract. To date the ComCruDiv TWO band has played and marched on both sides of the Atlantic and its audiences have varied from a Portsmouth high school homecoming crowd to the King and Queen of Greece.

In the latter case, the band was down to only 14 members and represented the U. S. Navy during a review in Athens, Greece, that found them marching behind a 100-piece French band and a 100-piece British Royal Marine group. The band members state with quiet conviction: "We held our own."

Playing everything from "square music" (concert-style) to jazz, the band has a schedule that keeps it on the go.

A typical day at sea finds bandsmen playing for morning colors, and then rehearsing till noon when they give a concert in the mess hall. Afternoon finds them back at rehearsal. In the evening they play for one and a half hours before the scheduled movie.

They are also broken out each time a ship comes alongside for fueling. In addition, all members of the band stand regular underway watches.

In port they are even busier, keeping engagements for dances and official functions plus their regular schedule.

While a 17-piece band isn't a large band, director Paul E. Cooper, MUC, usn, believes the group makes up in quality what it lacks in size. All members are graduates of the U. S. Naval school of Music in Washington, D. C., and several of the players have a college background in music.

International Charity Basketball

Mixing charity with sporting events is often a habit when the U. S. Navy is concerned. A good example of this was when two U. S. aircraft carriers steamed into Hong Kong. They were issued a challenge to play basketball against Crown Colony and Chinese quintets.

The Navy teams outscored the Hong Kong clubs in three of the four games, but the most important score was the \$2,100 donated to the Hong Kong children's welfare fund from the gate receipts.

The first game took place when *uss Kearsarge* (CVA 33) came in for rest and recreation for the crew. It drew \$138 for the children's fund, and set a pattern for the remaining contests.

A month later, *uss Lake Champlain* (CVA 39) arrived in Hong Kong and took part in the last three games of the "international charity series." In the second game, the "Champ" team outshot their Far East rivals and added more than \$180 for the needy children.

The idea snowballed and spectators thronged to the final two games of the series. In the third contest, more than \$600 was taken in and the final game produced \$1,000 more for the children's welfare fund.

AM Cagers Are On the Ball

The basketball team from the 220-foot mine sweeper *uss Tanager* (AM 385) racked up a near-perfect record in competition with other units of the Sixth Fleet, winning 12 games and losing only one.

Despite the fact that they had no steady court practice and they never had played together before, the *Tanager* cagers scored victories over such larger ships as the destroyer tender *uss Yellowstone* (AD 27) and the cruiser *uss Baltimore* (CA 68).

The mine sweeper's lone defeat was to the carrier *uss Coral Sea* (CVA 43) in a run-away game held on the carrier's hangar deck. In that game, *Tanager* was handicapped in that its team captain, J. W. Rozier, DC3, usn, and its high scorer W. C. Buck, SA, usn, were unable to play.

Team Captain Rozier explained the hustle and team spirit of the *Tanager* hoopsters: "The team was put together in a hurry. We all like to play basketball and were anxious to meet other Navy teams, although when we started, we didn't expect to make such a good record."

SIDELINE STRATEGY

AS Navy basketball teams settle down this month to the serious business of All-Navy preliminaries, the question making the rounds is "Who has the best basketball teams in the Navy?" According to reports received by ALL HANDS, it appears that the West Coast, as last year, will produce some of the top ones.

PhibPac, 1953 Pacific Fleet champion, has come up with another powerful quintet. With nine men returning from last year's squad, "Invader" Coach Bob Williams has molded what should be a high-scoring machine around such proven veterans as Roland Minson, All-District forward, Leroy Bacher, and Dave Anderson. Newcomers who should give PhibPac an added punch are Monte Gonzalez, Henry McMillan, Bob Barnett and Al Bullard.

At NTC San Diego, the byword this year is height. One of their boys is reported to reach 6-ft. 7-in. into the ozone. With this in mind, the "Blue-jackets" sparked by returnees George Hitchins, Bill Hicks, Harmon Boggs and Web Small, will base their attack around the "double post" offense.

NAS San Diego should not be left out when figuring West Coast powers. Although the "Sky Raiders" have only three men left from last season's team, Coach Doug Finley will have such able newcomers as J. E. Myers, 5-ft. 8-in. high-scoring speed merchant from

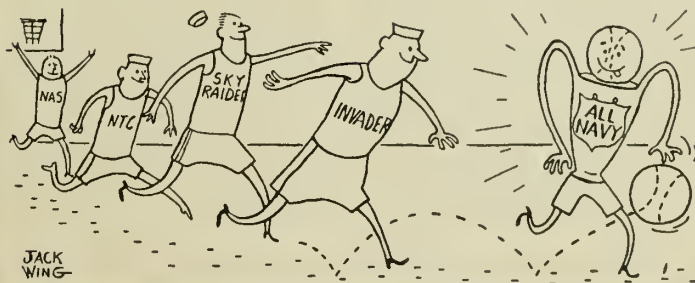
NATTC Memphis, Neil McNeilly, Marv Botz, Shell Beebe and Chuck Kammerer.

East Coast quintets will be in there scrapping for top honors, too.

At NTC Bainbridge, for instance, practically the same team that won last year's 5th Naval District title will be around this season. Returning are George Dempsey, Dick Supranowicz and Mike Vitale, who finished 1-2-3 in scoring for the "Commodores" last year, plus the other two starters. Tony Hladik and Jack Heldman. Making the Bainbridge basketball picture even brighter are newcomers Bob Dudley Smith, Dick Davies, Pen Tudor and Jack Levitt.

Another contender for East-Navy honors should be NAS Quonset Point, R. I. Player-Coach Don Gromisch has assembled a crew of 20' tall cagers. The team is presently competing in the newly formed New England Interservice League. Title hopes for the "Flyers" hinge on the play of George Sehringer, Kenny Clark, Bob Alechnowicz, Bob Deussenberry, Don Gromisch and Lowell Potts.

Down South, NATTC Memphis has Jim Ingram, 6-ft. 5-in. Gilbert Oliver and Al Gary back from last year's 6th Naval District championship team, forming the nucleus for what looks like another top-flight aggregation.—Rudy C. Garcia, JO1, usn.



THE BULLETIN BOARD

'Navy Bank' Makes It Easy, Profitable for Enlisted Men To Salt Their Dollars Away

In his famous Almanac, Poor Richard once stated, "If you would be wealthy, think of saving as well as of getting."

Such words make just as good sense today as the day they were written. One of the safest—and most profitable—places a Navyman can salt away his dollars is the Navy Savings Deposit Program.

Funds deposited in the "Navy Bank" for periods of longer than six months, earn interest at the rate of four per cent yearly. For example, put \$500 into the hands of your disbursing officer as a savings deposit, leave it there for your entire six-year enlistment and you'll be able to draw out \$620 when you take your reenlistment leave.

All enlisted personnel of the Navy and Marine Corps (except for enlisted personnel of the Naval Reserve ordered to active duty for a period of less than six months) are eligible to use this Navy banking service, which was authorized by Congress back in 1889. Commissioned and warrant officers, however, are not eligible to use it. The regulations are contained in Chapter 4, Volume 4, *Navy Comptroller Manual*.

To open an account, you should submit a request via your commanding officer to your disbursing officer. After the request is approved and



"Look! Joe! They saw our signal!"

when you make the initial deposit, your disbursing officer will have you sign your deposit record book.

The deposit record book (S&A Form 47, Revised) has a serial number and is similar to bank books issued by commercial banks. It is used to keep a record of all deposits made to your account. This deposit book is retained in the custody of the disbursing officer.

You may make *one deposit each month* in your Navy savings deposit in full-dollar amounts of not less than five dollars. Also there are limitations on the amount of money which can be deposited at any one time. These limitations are:

- Not more than the amount of your previous three months net pay and allowances, including travel and reenlistment allowances, and lump sum settlement of unused leave.
- Not more than the amount of money deposited in your account during a previous enlistment, plus the accrued interest provided you reenlist immediately on board.
- Not more than the amount of your savings deposit plus interest re-deposited upon first extension of enlistment.
- Not more than the amount of your savings deposits plus interest repaid on transfer to the Fleet Reserve provided you are retained on active duty.

Explanation: When your enlistment expires, you are required to close out your Navy savings deposit. All sums deposited will be repaid in full with interest only upon dis-

charge, release from active duty, transfer to the Fleet Reserve, or appointment to warrant or commissioned rank. All money deposited and the interest on it will be exempt from liability for the depositor's debts.

When reenlisting, you may reopen your account, again depositing all the money that was in the account when it was closed plus accrued interest provided you reenlist immediately on board.

The two methods of making deposits are by cash or by checkage.

Cash deposits may be made by depositing cash with the disbursing officer. The alternative method is for you to request that the disbursing officer enter a savings deposit checkage on your pay record. In either case, the amount deposited will be entered on the deposit record book.

A savings deposit slip containing the same information as shown in the deposit record book will be signed by both you and the disbursing officer whenever practicable. One copy of the savings deposit slip will be given you as your receipt so you can keep a permanent record if you wish.

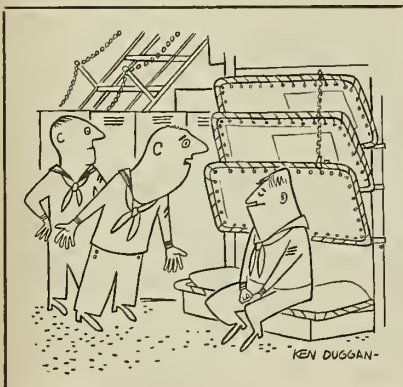
You are building up a fund to fall back on in case of emergency, or to use for that next fishing trip or vacation.

Revised Correspondence Course On Supply Is Now Ready

The Officer Correspondence Course, "Introduction to Supply," has been completely revised, and is now based on Volume I of *BuSanda Manual*.

The new course, NavPers 10978-A, has been evaluated at five points credit, and Reservists who completed the earlier course, NavPers 10978, may take the new course for additional credit. This course is now available at the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Application for enrollment should be made on form NavPers 992 forwarded via official channels. Commissioned officers, warrant officers and CPOs are eligible to enroll.



"Louie, how could you? ... Think of all the good times we had together ... a big happy family. Its all gone ... now that you've made seaman."

Board for Correction of Naval Records Carries on in Eighth Year of Reviewing Cases

There is a little known board of civilians who since August 1946 have been working for the benefit of Navymen seeking redress or correction of naval records.

The board was authorized by Congress which empowered the Secretary of the Navy, acting through the *Board for Correction of Naval Records* to correct any naval record where, in its judgment, such action was necessary "to correct an error or remove an injustice."

The five-man board is made up of civilian personnel attached to various offices or bureaus within the Navy Department. At the present time, four of these members are employees of the Bureau of Medicine and Surgery, Naval Personnel, Ordnance, and Yards and Docks, respectively. The fifth member is an employee of Headquarters, Marine Corps.

Upon receipt of an application, the naval record in question is examined in the light of the applicant's allegations of error or injustice. When it has been determined that sufficient evidence has been presented to indicate a probable error or injustice, the applicant is informed that he may appear before the Board in person, or through counsel, or in person with counsel.

Both officers and enlisted personnel—Navy or Marine Corps—are privileged to petition the Board for a review of their record. Also, as a former member of the naval service, discharged, retired or inactive, you may petition the Board for corrective action should you have evidence of an error in your naval record or evidence of an injustice in the treatment accorded you while a member of the naval service.

The standard application form, which may be obtained from district legal offices or upon request addressed to the Board for Correction of Naval Records, Navy Department, Washington, D. C., should contain a complete and detailed description of the error or injustice.

The burden of proving the existence of an error or injustice rests with the applicant; unless this burden is met no action will be taken.

The Board's jurisdiction includes

the review of cases involving a change in the character of discharge or dismissal originally issued as a result of general court-martial sentence; removal of a mark of desertion; restoration of time lost; establishment or adjustment of service credit; restoration of rank, grade or rating where a reduction was not in accordance with regulations or not warranted under the circumstances; and removal of derogatory material from a naval record.

The Board's regulations, approved by the Secretary of the Navy and the Secretary of Defense, provide

that no application will be considered until the applicant has exhausted all effective administrative remedies afforded him by existing law or regulations.

Every effort is made by the Board to assure an impartial consideration of each case, and all obtainable evidence is evaluated in order that just and equitable decisions may be rendered.

Applications requesting a correction of a record must be filed prior to 25 Oct 1961, or within three years of discovery of the alleged error or injustice, whichever be the later.

WAY BACK WHEN

U. S. Naval Base, Norfolk

The date was 26 Apr 1907. The occasion was the opening of the Jamestown Exposition at Hampton Roads, Va., commemorating the 300th anniversary of the first English settlement in North America at nearby Jamestown.

No one realized at the time that the site of the Exposition would some years later become the site of what is probably today the largest naval base in the world—the U. S. Naval Base, Norfolk, Va.

Since that time, the 450 acres of the original grounds have been boosted to more than 3000 through purchase and reclamation of shoals and marshland. A large naval supply center, a naval air station and many other activities have been established here.

The "Hampton Roads Naval Operating Base" was commissioned on 12 Oct 1917, soon after the U. S. entered World War I. A month later, some 7000 sailors and Marines were housed in its barracks. The Exposition auditorium was converted into an administration building (it burned down in 1941), and storehouses and other buildings were made usable. Fountains were leveled and lagoons were filled in.

Two of the principal Exposition structures are now naval headquarters. One houses the Naval Station administration; the other is occupied by the staff of the Fifth Naval District commandant. Nearby is a gymnasium which was originally constructed as the Exposition's history building.

Perhaps the most vivid reminders of the 1907 edifices are the State buildings, which were conceived as waterfront mansions fronting the boardwalk. The handsome buildings are identified by plaques bearing the names of the states.

One of them, representing Pennsylvania, is a replica of Independence Hall in Philadelphia and has become the base officers'



club. Adjacent is the Virginia building which serves as residence of the Fifth Naval District commandant and his family. A short distance away is the Missouri House. Other State exhibit houses, many of which are still in use today include Connecticut, Delaware, Georgia, Illinois, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, North Dakota, Rhode Island, Vermont and West Virginia.

More than 45 years have obliterated many of the Exposition landmarks or altered them so they are no longer recognizable. The former auditorium, as noted, burned down in 1941 and has been replaced by a three-story building which serves as the Fifth Naval District Headquarters. The former Pine Beach Hotel was demolished to make way for the six-story naval supply center. The Friendship Arch, donated by the Japanese government to the Exposition was torn down during World War II.

Yet, every now and then, an elderly visitor may be seen pointing out to a companion some faded splendor that he remembers from the Exposition's seven-month run in 1907.

Can Your Dependents Depend on You—Are Your Papers in Order?

If there is anything inevitable in this world it is that sometime we will die. It's an unpleasant thought perhaps, but a fact to face nevertheless.

That's important to others besides ourselves too—particularly to our widow, children and other dependents.

Every year a number of widows of Navymen who die in the service are faced with, and suffer, needless privation, difficulty and anxiety at a time when they are least able to cope with such trouble.

This article will attempt to remind you of the benefits that accrue to your estate or widow in the event of your death, the documents your widow must produce to receive them and to whom the documents must be sent. For further details on rights and benefits see *ALL HANDS*, Feb 1953, p. 30.

Now is the time to gather these necessary documents together and put them away in a safe place for use when they are needed.

In the event of death "in the line of duty" while in the service a Navyman's widow is entitled to:

Veterans Administration Compensation, plus allowances for any children—This compensation may amount to as much as \$150 monthly (under wartime rates) for a widow with two children, both under the age of 18. In the case of death in line of duty in active service during peacetime, a veteran's compensation is also paid, but the rates are lower. The Veterans Administration also pays a *pension* to the dependents of veterans of WW I, WW II or the Korean conflict, for *non-service connected deaths* (\$48 for a widow with additional amounts for children) under *certain conditions*.

To prove eligibility for compensation or pension (which only starts coming in when documentary proof of eligibility has been received) the dependent must present:

- Certification of death (obtained from BuMed, Navy Dept., Washington, D. C.) normally provided by Navy Department.
- A certified copy of the public record of marriage (if the dependent is your wife).
- If either spouse was previously married, a certified copy of public

record of death of former spouse, or a copy of court decree of divorce or annulment of any prior marriages.

- Birth certificates of children under 18 years of age.
- Certified copy of public records of birth of deceased (if dependent is your mother or father).

These documents, with a claim for the pension, should be sent to: Director, Dependent Claims Service, Veterans Administration, Washington, D. C.

Six Months' Gratuity of Pay—This can be a tidy little sum and is certainly helpful to a widow facing continuing household expenses. Remember, all pay and allowances stop with the death of a serviceman. Normally it takes about three weeks to receive gratuity pay, but under a recent ruling it can be paid within a 48-hour period if the death of the Navyman can be quickly determined to be not the result of his own misconduct. No documents are required for gratuity pay, but if immediate payment is requested the following should be made available by the widow and/or local command:

- Name, file or service number and rank or rate of deceased.
- Activity at which deceased was serving at the date of death.
- Finding of a medical officer that death was not the result of misconduct.
- Name and address of widow.
- Statement of circumstances requiring immediate payment.
- Date of death.

In a normal application, the necessary forms are forwarded to the dependents by the Casualty Branch of the Navy Department. Whenever paid, this gratuity is *tax free* and may not be attached or withheld to cover indebtedness of any kind.

Return documents to: Bureau of Naval Personnel, Casualty Branch, Washington 25, D. C.

Arrears of Pay—This is the amount of money the deceased has due him on his pay account. Payment of arrears in pay is made by the Navy first to the legal administrator, or if none is appointed, to the next of kin in prescribed order. A claim form is forwarded by the Navy Department to the heir (noted on Form DD-93, a form which is part of your record

HOW DID IT START

Ship with the Wrong Name

The how and why of it are not known, but crewmen of the destroyer tender USS *Hamul* (AD 20) insist that their ship is the only one in the U. S. Navy that can claim this unique distinction—her name is misspelled. Informed sources say that the error probably originated with the letter authorizing the ship's name.

A merchantship under the name *Doctor Lykes* at the beginning of World War II, the ship was later commissioned by the Navy as an AK. Since Navy cargo ships are customarily named after astronomical bodies or counties in the U. S., it is a fair assumption that she was to be named in honor of "Hamal"—the star. A typographical error intervened, however, and although she was ultimately converted to a destroyer tender, *Hamul* she remains to this day.

The Pacific campaigns of World War II saw *Hamul* serving the fleet at Saipan, Ulithi, Kerama Retto and Okinawa, where she earned a battle star on the Asiatic-Pacific Service Medal and the Navy Occu-



pation Service Medal, Pacific. In addition, she has earned the Navy Occupation Service Medal, Europe. During the recent Korean war, the busy tender entered the "official" combat zone three times, in as many tours of duty.

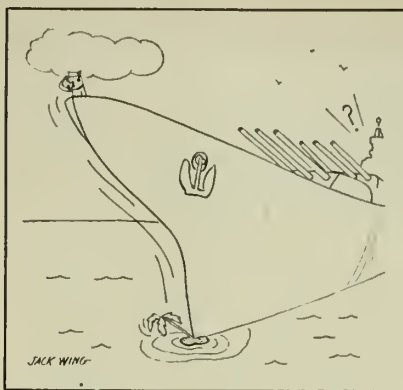
and should be kept current). It generally requires several months for payment of arrears in pay to be made.

Payment of Indemnity and/or Government Insurance—Naval personnel are now automatically insured, at no cost to themselves, for \$10,000 against death while on active duty and within 120 days after separation from active service.

This free indemnity is payable to members of the serviceman's immediate family, in 120 monthly installments of \$92.90, providing the serviceman had no government insurance in force. If the serviceman has an insurance policy, either NSLI or USGLI, in effect at the time of death, then payment on these policies will be made according to his specifications to his beneficiary, and if the insurance is for a total sum of less than \$10,000, then the difference will be made up in the form of an indemnity paid at monthly intervals to his dependent survivor, to bring the full amount paid up to \$10,000.

Many servicemen have "waived" payments on their National Service Life Insurance or U. S. Government Life Insurance *term* insurance or have "waived" payments of the "pure insurance risk" portion of the premiums on their *permanent* plans of National Service Life or U. S. Government Life Insurance while they are on active duty, thereby keeping their insurance on the same plan and with the same provisions in force for the time when they are released from active duty when they will start paying insurance premiums again. In the event of your death while you are in such a category the proceeds of your insurance will be paid to your beneficiary in the manner which you had previously designated. However, if you have *cash-surrendered* your permanent plan of National Service Life Insurance or U. S. Government Life Insurance (that is, given it up entirely) you are covered under the indemnity, and your beneficiary or beneficiaries will be paid in the manner prescribed by law for payment of the indemnity.

In any event, whether from government insurance or from the free indemnity, the surviving beneficiary or beneficiaries of the serviceman are protected to the extent of \$10,000. How this \$10,000 will be paid, either in a lump sum, or under various monthly insurance options, or under



"... But ... Sir ... I still don't see any-thing ..."

the indemnity provisions, or possibly a combination of these, depends on what the serviceman himself has decided.

Documents required to collect all government insurance are:

- The actual policy (not required for the Free Indemnity).
- Proof of death (supplied by the Navy Department).
- Birth Certificate of beneficiary (if Option 3 and 4 of USGLI or NSLI is selected).
- Marriage Certificate.

These should be forwarded to the Veterans Administration, Insurance Service, Washington 25, D. C., along with applicable forms.

Incidentally, any commercial insurance policy you may carry in addition to your government insurance will invariably require at least:

- The policy itself.
- Proof of death.

Social Security Benefits—This relatively new benefit appears to be generally unknown to most Navymen. The important thing about it from the point of view of a widow is that if she has children under 18 years of age and the deceased has served at least three months in the Armed Forces between 16 Sep 1940 and 31 Dec 1953, she is entitled to a pension of up to \$128. The exact amount depends on the number of dependent children plus years of eligibility and various other factors. (See ALL HANDS, Nov 1952, p. 48 for more details on Social Security benefits to the Navyman in and out of the service).

If, however, the decedent's widow is under 65 years of age and there are no children, she will not be eligible for a Social Security pension until she reaches the age of 65.

Documents required to prove eligibility are:

- Birth Certificate or proof of decedent's date of birth (i.e. Baptismal Certificate, Bible record, etc.).
- Birth Certificate or proof of wife's date of birth.
- Birth Certificate or proof of children's date of birth.
- Marriage Certificate.
- Social Security Account Number (if decedent had one).

These documents should accompany claim to the Social Security Board, Gander Building, Baltimore 2, Md., or to your local Social Security office.

There are other less tangible benefits your widow is entitled to that she will want to be aware of should she have the sole responsibility—financial and otherwise—of raising the family.

• **U. S. Civil Service preference** for veterans is awarded to any unmarried widow of a wartime veteran. The nearest Civil Service employment office can provide the latest details.

• **Medical care** for unremarried widows and dependent children is the same as they received while the husband was living.

• **Commissary and Navy Exchange** privileges likewise continue.

• **Free transportation** of household effects (and one automobile if outside U. S. or in Alaska) to location desired by widow is granted by the Navy.

• **Eligibility for G.I. Bill loans** under the World War II G.I. Bill until 25 July 1957 is awarded the widow of a serviceman who served during W.W. II.

• **Dependent's travel allowance** to place designated by widow is given by the Navy.

Documents needed to prove eligibility for these benefits are:



"8, 9, 10 ... Reveille! Reveille!"

- Marriage Certificate.
- Birth Certificate (of dependent and children).
- Death Certificate.

The nearest ship or station chaplain can assist in obtaining these benefits.

In addition, the following organizations offer their facilities and aid.

• *Navy Relief Society*—If there is proof of need, financial assistance will be provided for immediate necessary expenses and for basic living needs during the period a dependent is forced to wait for government benefits.

• *Veterans' Organizations* — Most veterans' organizations are prepared to render assistance or to represent the widows of their members before the Veterans Administration. No fee is charged for their services.

These organizations, among others, include the American Legion, Disabled American Veterans, Fleet Reserve Association and Veterans of Foreign Wars.

Here's a brief checklist of the important documents you should have at your fingertips as evidence of your entitlement to survivor's benefits.

• Birth Certificates of the service member and each member of his immediate family.

• Naturalization papers (if not born in U. S.).

• Adoption papers (if appropriate).

• Marriage certificates (including former marriages of the serviceman or his wife).

• Divorce decrees of both the service member and his wife.

• Court orders pertaining to support and custody of service member's legal dependents (including his or his wife's children by a former marriage and any adopted children).

• Death certificates of children, former wife or former husband of wife).

• Deeds and mortgage documents.

• Insurance policies.

• Bank accounts, Savings Bonds, securities.

• Wills.

• Power of Attorney.

• Proof of service.

These documents can be obtained from various sources. The Navy Department provides the Navyman's death certificate and statement or proof of service. Your County Clerk or such official can provide certificates of marriage, deeds, mortgages and court orders.

Naturalization papers can be obtained from the U. S. Department of

Justice. Adoption and birth certificates can be obtained from Vital Statistics and Welfare departments of the state concerned.

In the event that you are unable to procure certified copies of the documents you need, your legal assistance officer will be able to advise you as to what other evidence to get instead. (For more on the legal assistance officer and how he can help you, see *ALL HANDS*, Sep 1953, p. 48).

You should never release the original of any of these documents. Instead, have an adequate number of photostatic copies made. Such copies are necessary; many of the agencies a widow applies to take simultaneous action and cannot do so if they must await release of some needed document by another agency considering another claim.

A safe deposit box, with the right of entry given to a dependent or other trusted individual, is one of the safest places in which to keep important papers and documents.

Power of Attorney — A Navyman who has financial and business transactions that must be managed while he is in service, may wish to consider granting a Power of Attorney to a reliable and trustworthy person. This person can then act in the name of the service member and legally handle his affairs. It is advisable for you to discuss this subject with a lawyer or legal assistance officer.

The DD Form 93—Part of your service record, it is one of the most important forms you fill out and should be kept up to date. It is your means of telling the Navy whom to inform in case of emergency and the disposition of benefits in event of death.

The DD 93 form designates your beneficiary under the Serviceman's \$10,000 Indemnity, commercial insurance companies to be notified, and special allotments you wish to be made out to persons and/or agencies. It also designates beneficiary for your gratuity. This is necessary information your dependents and the Navy need to have in the event you are missing, interned or generally unable to return to naval jurisdiction.

This form should be kept up to date. Whenever there is a change in address, marital status, number of dependents, or promotion to commissioned rank, make sure the proper change is made on your DD Form 93.

Driving Center Helps Cut Auto Accidents 30 Per Cent

Dodging rickshas and nimble-footed pedestrians, and remembering to keep to the left-hand side of the road make driving for Navy-men assigned to duty in Yokosuka, Japan, a bit hazardous. Yet, thanks to an alert Driver Examining Center, accidents have been cut by nearly 30 per cent in the last five years.

The driving center went after the problem of reducing accidents by the most direct means. Officials reasoned that since driving in the teeming city was similar to running an obstacle course, they would erect a "course" for fledgling drivers.

The obstacle course tests a man's ability in parking, stopping and driving through a zig-zag course marked with flags. Hitting one of the flags automatically eliminates the applicant.

Before anyone can tackle the obstacle course, he must hurdle a

rough series of tests that include two written examinations and measurement of reactions, judgment, color perception and field of vision.

If, after completing the course, the applicant is still in the running, he then gets a crack at the hardest test of all, a road test in downtown Yokosuka. Here his every move is checked from the time he pulls away from the curb until he returns to the parking lot.

At the end of the one-and-one-half hours needed for all phases of the test the applicant usually feels as though he has been through the mill. Those who pass feel justifiably proud because, as the examining center states, "the majority who take it fail."

During the five years of its existence the Center has given more than 26,000 examinations to Navy and Marine personnel, their dependents, and Japanese citizens applying for Navy's driver's licenses.

Take Your Pick of Correspondence Courses Available to EMs

HERE is a complete round-up of Enlisted Correspondence Courses now available. This list includes both new ones and those previously listed in ALL HANDS. Additional courses are being prepared and will be announced as they become available.

All enlisted personnel, whether on active or inactive duty, may apply for the courses.

An Enlisted Correspondence Course serves not only as a means of studying some naval subject of

interest to you, but also as a substitute for completion of a Navy Training Course. It qualifies you to take the advancement in rating examination—if all other requirements such as commanding officers' recommendation, etc., are met.

If you want to take a course (and you are on active duty) see your division officer or your Education officer and ask for Form NavPers 977, "Application for Enlisted Correspondence Course."

If you are a Reservist on inactive duty, request Form NavPers 977 from your naval District Commandant or from your Naval Reserve Training Center.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular
<i>General Courses</i>			<i>Deck Group</i>		
Bluejacket's Manual	91205	All rates and ratings.	Baatswain's Mate 3	91242	BM.
This is Your Navy	91208-1	All rates and ratings.	Baatswain's Mate 2	91243	BM.
Ship Activation Manual	91215	BT, EM, EN, FC, FN, FP, FT, GM, MM, TM.	Baatswain's Mate 1	91244-1	BM.
Handbook of Survival in the Water	91218-1	All rates and ratings.	Chief Baatswain's Mate	91245-1	BM.
<i>Basic Courses</i>			Carga Handling	91247	BM, SK, SW.
Mathematics, Val. 1	91219	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN.	Quartermaster 1	91251	DM, QM.
Mathematics, Val. 2	91220	AD, AE, AF, AG, AL, AK, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PN, SN, SO, SV, TN.	Chief Quartermaster	91252	DM, QM.
Advanced Mathematics, Val. 1	91221	AT, DM, FT.	Intraduction to Communica-tians	91254	RM.
Electricity	91225	AE, AN, AO, CE, DM, EM, ET, FN, FT, GM, IC, IM, MM, MN, RD, RM, SO, TD, TE, TM.	Manual far Buglers	91257	QM.
Blueprint Reading	91223-1	AB, AD, AE, AL, AM, AO, AT, BT, BU, CE, CN, DC, DM, EM, EN, FP, IM, ME, ML, MM, MR, PM, SW, TD, UT.	Sanarman 3, Val. 1	91259-1	ET, SO.
Use of Taals	91228	BT, BU, CE, CM, CN, DC, EM, EN, FN, FP, GM, IC, IM, ME, ML, MM, MN, MR, PM, SW, TM, UT.	Sanarman 2, Val. 1	91260-1	ET, SO.
Basic Machines	91230	CM, DM, GM, IM, MR, TD, TM.	Radarman 3	91266	AC, RD.
Seaman	91240	SN.	Radarman 2	91267	AC, RD.
Fireman	91500	FN.	Quartermaster 3, Val. 1	91284	QM, RD.
Constructionman	91562	CN, DM.	Quartermaster 3, Val. 2	91285	BM, QM.
Intraduction to Aircraft	91601	AC, AN.	Quartermaster 2, Val. 1	91286	QM, RD.
Stewardsman	91691-1	TN.	Quartermaster 2, Val. 2	91287	BM, QM.
			<i>Ordnance Group</i>		
			Tarpedaman's Mate 3	91300	TM.
			Torpedaman's Mate (E) 3	91301	TM.
			Torpedaman's Mate 2	91302	TM.
			Tarpedaman's Mate (E) 2	91303	TM.
			Tarpedaman's Mate 1	91304	TM.
			Chief Tarpedaman's Mate	91306	TM.
			Gunner's Mate 3, Val. 1	91309	BM, GM.
			Gunner's Mate 2, Val. 1	91311	GM, RD.
			Gunner's Mate 2, Val. 2	91312	GM.
			Gunner's Mate 1	91313	GM.
			Chief Gunner's Mate	91314	GM.
			Fire Cantralman 3, Val. 1	91316	FC, FT.
			Fire Cantralman 3, Val. 2	91317	FC, FT.
			Fire Cantralman 2, Val. 1	91318	FC, FT.
			Fire Cantralman 2, Val. 2	91319	FC, FT.
			Fire Cantralman 2, Val. 3	91320	FC, FT.
			Fire Cantralman 1, Val. 1	91321	FC, FT.
			Chief Fire Cantralman, Val. 1	91323	FC, FT.
			Electricity far Fire Cantralman and Fire Cantral Technicians, Val. 1	91326	ET, FC, FT, IC, MN, TM.
			Electricity far Fire Cantralman and Fire Cantral Technicians, Val. 2	91327	ET, FC, FT, IC, MN, TM.
			Mineman 3	91334	MN.

THE BULLETIN BOARD

Title of Course	NavPers Number	Applicable to Following Rat- ings in Particular
Mineman 2	91335	MN.
Gunner's Mate 3, Val. 2	91352	GM.
Gunner's Mate 3, Val. 3	91353	GM.

Electronics Group

Electronics Technician 3	91373	AL, AT, ET, RM, SO, TD.
Electronics Technician 2, Val. 1	91374	AT, ET, RM, SO, TD.

Precision Equipment Group

Instrumentman 3	91382	IM.
Instrumentman 2	91383	IM.
Instrumentman 1	91384	IM.
Chief Instrumentman	91385	IM.
Opticalman 3, Val. 1	91387	IM, OM.
Opticalman 3, Val. 2	91388	OM.
Rangefinders	91390	OM.
Lead Computing Sights	91391	OM.
Submarine Periscopes	91392	OM.

Administrative and Clerical Group

Teleman	91400	TE.
Navy Mail	91401-1	TE.
Radioman 3	91402	AC, RM.
Radianman 2	91403	AC, RM.
Radianman 1	91404	RM.
Chief Radianman	91405	RM.
Intraduction ta Radia Equip- ment	91406	ET, RM.
Yeoman 3	91413-1	MA, SN, YN.
Yeoman 2	91414-1	MA, SN, YN.
Yeoman 1	91415-1	YN.
Chief Yeoman	91416-1	YN.
Persannel Man 3	91419	PN.
Persannel Man 2	91420	PN.
Persannel Man 1	91421	PN.
Chief Persannel Man	91422	PN.
Starekeeper 3	91430-1	SK.
Starekeeper 2	91431-1	SK.
Storekeeper 1	91432	SK.
Chief Starekeeper	91433	SK.
Disbursing Clerk 3	91435-1	DK.
Disbursing Clerk 2	91436-1	DK.
Disbursing Clerk 1	91437	DK.
Chief Disbursing Clerk	91438	DK.
Cammissaryman 3	91440	CS, SH.
Cammissaryman 2	91441	CS, SH.
Cammissaryman 1	91442	CS.
Chief Cammissaryman	91443	CS.
Baker's Handbaak	91444	CS.
Ship's Serviceman 3	91446	SH.
Ship's Serviceman 2	91447	SH.
Ship's Serviceman 1	91448	SH.
Chief Ship's Serviceman	91449	SH.
Navy Editar's Manual	91456	JO.
Ship's Serviceman Tailar Handbaak	91463	SH.
Ship's Serviceman Cabbler Handbaak	91464	SH.
Ship's Serviceman Barber Handbaak	91465	SH.
Share Patrolman	91468	ALL ratings.

Miscellaneous Group

Lithagrapper 3	91472	LI, PI.
Lithagrapper 2	91473	LI, PI.
Lithagrapper 1	91474	LI, PI.
Chief Lithagrapper	91475	LI, PI.
Printer 3	91477	LI, PI.
Printer 2	91478	LI, PI.

Title of Course	NavPers Number	Applicable to Following Rat- ings in Particular
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Engineering and Hull Group

Machinery Repairman 3	91506	MR, OM.
Machinery Repairman 2	91507	MR, OM.
Bailerman 3	91511	BT.
Bailerman 2	91512	BT.
Bailerman 1	91513	BT.
Chief Bailerman	91514	BT.
Engineman 3, Val. 1	91516	EN.
Engineman 3, Val. 2	91517	EN.
Engineman 2, Val. 1	91518	EN.
Engineman 2, Val. 2	91519	EN.
Electrician's Mate 3	91523	EM.
Electrician's Mate 2	91524	EM, IC.
Electrician's Mate 1	91525	CE, EM, IC.
Chief Electrician's Mate	91526	CE, EM, IC.
Gyra Campasses	91532	IC.
Metalsmith 3	91533	BT, ME, ML, MR.
Metalsmith 2	91534	BT, ME, ML, MR.
Metalsmith 1	91535	ME, ML.
Chief Metalsmith	91536	ME, ML.
Pipe Fitter 3	91538	FP.
Pipe Fitter 2	91539	FP.
Pipe Fitter 1	91540	FP.
Chief Pipe Fitter	91541	FP.
Damage Contralman 3	91543	AB, DC, ME, PM.
Damage Contralman 2	91544	AB, DC, ME, PM.
Damage Contralman 1	91545	DC, PM.
Chief Damage Cantrolman	91546	DC, PM.
Patternmaker 3	91548	PM.
Patternmaker 2	91549	PM.

Construction Group

Surveyar 3	91563	DM, SV.
Surveyar 2	91564	DM, SV.
Surveyar 1	91565	DM, SV.
Chief Surveyor	91566	DM, SV.
Construction Electrician's Mate 3	91568	CE.
Construction Electrician's Mate 2	91569	CE.
Construction Electrician's Mate 1	91570	CE.
Chief Canstruction Electricians' Mate	91571	CE.
Driver 3	91573	CD.
Driver 2	91574	CD.
Driver 1	91575	CD.
Chief Driver	91576	CD.
Mechanic 3	91578	CD, CM, UT.
Mechanic 2	91579	CD, CM, UT.
Mechanic 1	91580	CM.
Chief Mechanic	91581	CM.
Builder 3	91583	BU.
Builder 2	91584	BU.
Builder 1	91585	BU.
Chief Builder	91586	BU.
Steelwarker 3	91588	BU, SW.
Steelwarker 2	91589	BU, SW.
Steelwarker 1	91590	SW.
Chief Steelwarker	91591	SW.
Utilities Man 3	91593	UT.
Utilities Man 2	91594	UT.
Utilities Man 1	91595	UT.
Chief Utilities Man	91596	UT.

Aviation Group

Aircraft Electrical Systems	91607	AE, AO.
Advanced Wark in Aircraft Electricity	91608	AE, AO.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular
Aviation Electrician's Mate, Vol. 1	91610	AE, AM.
Aviation Electrician's Mate, Vol. 2	91611	AE.
Aircraft Materials	91616	AD, AM.
Aircraft Welding	91617	AM.
Airplane Structure	91620	AM.
Aircraft Structural Maintenance	91621	AM.
Aircraft Hydraulics	91624	AD, AM, AO.
Aircraft Instruments	91627	AD, AE.
Aircraft Engines	91628	AD.
Aircraft Fuel Systems	91630	AD.
Aircraft Propellers	91631	AD.
Flight Engineering	91632	AD.
Aircraft Armament	91634	AO.
Aircraft Fire Control	91635	AO.
Aircraft Munitions	91637	AN, AO.
Aircraft Turrets	91638	AO.
Parachute Rigger, Vol. 1	91640	PR.
Parachute Rigger, Vol. 2	91641	PR.
Aircraft Survival Equipment	91642	AD, AN, PR.
Aerology, Vol. 1	91644	AC, AG.
Aerology, Vol. 2	91645	AC, AG.
Photography, Vol. 1	91647	JO, LI, PH.
Photography, Vol. 2	91648	PH.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular
Transport Airman	91650	AD.
Aviation Storekeeper, Vol. 1	91651-1	AK.
Aviation Storekeeper, Vol. 2	91652	AK.
Aviation Supply	91653	AB, AC, AD, AE, AK, AL, AM, AO, AT, PR, TD.
Aviation Boatswain's Mate, Vol. 1	91654	AB.
Aviation Boatswain's Mate, Vol. 2	91655	AB.
Medical Group		
Handbook of the Hospital Corps	91666	DN, DT, HM, HN.
Dental Group		
Handbook for Dental Prosthetic Technicians 3	91685	DN, DT.
Handbook for Dental Prosthetic Technicians 2	91686	DN, DT.
Handbook for Dental Prosthetic Technicians 1 & C	91687	DN, DT.
Steward Group		
Steward 3	91692-1	SD.
Steward 2	91693-1	SD.
Steward 1	91694	SD.
Chief Steward	91695	SD.

Advanced Courses in Technical And Operational Aspects of Mine Warfare Open to Officers

Mine warfare continues to offer advanced training to qualified officers of the rank of commander and below. There is a need for officers in both the technical and the operational aspects.

BuPers Inst. 3370.2A spells out the details of the advanced course which is held at the U. S. Naval Schools, Mine Warfare, Yorktown, Va., and lasts about 21 weeks. At the end of that period, certain officers are selected for the Advanced Mine Countermeasure Training Program. Others are enrolled in the Mine Warfare Staff Officers Course.

Neither of these courses, however, should be confused with the two year post-graduate mine warfare course at Monterey, Calif. (See below).

• **Staff Officers Course**—Those selected study at the U. S. Naval Mine Countermeasure Station and at the Bureau of Ships. While at BuShips they make field trips to various other units, laboratories and schools. The course lasts nine weeks. The purpose of the Staff course is to train officers for duty as commanding officers of

minecraft, as division or squadron commanders, and as mine warfare staff officers.

• **Mine countermeasure** — This course runs 20 weeks and goes into the detection, destruction, sweeping and rendering inoperative of mines of known or unknown characteristics. In addition, mine countermeasure staff duties are taught, including methods of improvising mine warfare instructions and procedures.

Officers may apply, through channels, to the Chief of Naval Personnel (Pers-B111h) and must hold a "Secret" security clearance. Three classes will convene in 1954, on 18 January, 24 May and 20 September.

Reserve officers may apply but must sign agreements to serve one year on active duty for each six

months of schooling received, if the needs of the service so demand.

It has been pointed out that mine warfare gives an officer the opportunity to obtain a command relatively early in his naval career.

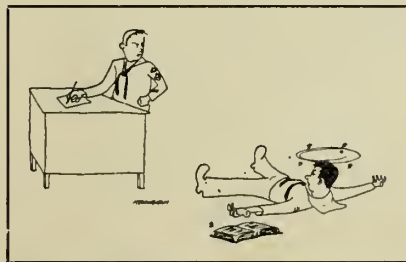
New Mine Warfare Course At Post Graduate School

The first class in the new two-year graduate course in mine warfare has been convened at U. S. Naval Postgraduate School, Monterey, Calif.

Future classes will convene annually in August. Officers eligible for the August 1954 class are Regular Navy officers in the 1100 and 1300 classifications who were originally commissioned June 1946 to June 1950, inclusive.

Interested officers should consult the "Annual Postgraduate Directive" published in March or April of each year for details concerning this training and the qualifications necessary.

The course will include academic training comparable to that leading to a Master of Science degree in a civilian college, and will be followed by six months in mine research and development. Upon conclusion of this field work the student will be assigned to other duty in connection with mine warfare.



"I quote—'Throw me Vol. IV!'"
—C. W. Keiningham, SK3, USN

New Policy for Doctors Provides For 4-Year Hitches With Right To Resign or Make Navy Career

The Navy has adopted a new policy whereby young physicians and dentists may now enter the Regular Navy for an active duty "hitch" of four years, with the privilege of resigning at the end of this time or continuing in an active duty status and making the Navy a career.

The new policy is designed to make a career in Naval medicine more attractive to young physicians and dentists by giving them a chance to view the Navy first-hand before deciding on a career.

Under the new policy, Medical and Dental Corps officers, USN, who are initially appointed in the grade of lieutenant (junior grade) or lieutenant on or after 7 Aug 1953 may resign after they have served on active duty for four years in the Regular component of their corps.

However, those officers who do not submit resignations at the end of the four-year period will continue as career officers in the Navy and any resignation submitted after their four years of active duty will be considered in accordance with the policy current at that time.

In computing the four years of active duty, any time spent in internship, in residency, or other post-

graduate training, will not be counted.

At the same time it announced the new four-year program, the Navy also invited applications from Medical and Dental Corps lieutenants (junior grade) and lieutenants of the Naval Reserve for appointment to the Regular Navy.

Applicants may be on active or inactive duty and must not have reached their 37th birthday. They must complete four years' active duty, not including any internship, residency, postgraduate training.

Naval Reserve applicants should submit letter requests for consideration to the Chief of Naval Personnel (Pers-B6221), via their commanding officers. The request should be accompanied by a signed statement agreeing to perform four years of service after accepting appointment in the regular service, a special "Report of Fitness" (NavPers 310) and two copies of "Report of Medical Examination" (SF 88), accompanied by a "Report of Medical History" (SF 89). The physical examination must be conducted by two medical officers and, if available, one dental officer.

Upon completion of a tour of sea or foreign shore duty all medical and dental officers are eligible for selection for postgraduate training.

NSLI Five-Year Term Insurance Will Be Automatically Renewed If Your Policy Has Not Lapsed

Some 4,000,000 veterans with NSLI term insurance in force will no longer have to apply to the Veterans Administration for a renewal of their policy for another five-year term.

VA will now automatically renew term insurance for each policy holder if the old policy has not lapsed at the expiration of the term period. This means the policy must be in force at the end of the term period and all due premiums paid.

The new law covers only those term policies that expire on or after 23 July 1953. The new procedure went into effect on this date when the President signed Public Law 148, and it is expected to mean a saving of at least \$600,000 in administrative costs to the VA.

Approximately 270,000 World War II term policies are expected to be renewed automatically under the new law during the fiscal year 1954. Although the law also provides automatic renewal for the more recent post-Korea term policies, none of these is scheduled to expire during fiscal 1954.

When the policy is renewed, each veteran will receive a notice from the VA stating that his policy has been renewed for another five-year term and also stating the amount of his new premium.

The new premium is based on the age of the insured at the time of renewal and will usually mean an increase of only a few cents per month per thousand. Of course, as you get older (say, after age 35) your premiums increase at a greater rate.

If a veteran misses any premium payments, including the first renewal premium, he may reinstate the policy at any time before the end of the new five-year term period under the usual reinstatement procedures, which include a complete physical.

In the past, if the veteran failed to apply for renewal before the term period expired, he would lose all further entitlement to government life insurance even though he had paid the final premium on his old policy.

For example, say Tom Doe, SK2,

WHAT'S IN A NAME

'Boatswain Bird'

Of the many types of birds that follow ships at sea, there is one, found generally in the tropical seas and often far from land, called the "tropic bird" (genus *Phaethon*).

Sailors know it as the "Boatswain Bird," because of its two very long central tail feathers, which resemble the boatswain's "badge of honor"—the marlinespike.

The "Boatswain Bird" is closely related to the gannet and frigate bird, although it bears a likeness to the common tern. Like the frigate bird (genus *Fregata*), the "Boatswain Bird" is noted for its power of flight and rapacious habits, often harassing and chasing smaller birds that have food until they are forced to drop it from sheer exhaustion.

Three principal species make up this tropical bird: the yellow-tail, the red-bill and the red-tail. You've probably seen one or more of them if you ever sailed the



Tropics. Their plumage is white with a few black markings and they have a bright colored bill.

USNR, was called to active duty in April 1951. While on inactive duty, he kept his term NSLI in force by payment of premiums when due. While on active duty, he waived the premiums on his insurance under the provisions prescribed by the Servicemen's Indemnity and Insurance Acts of 1951.

The waiver was to continue throughout his active service and for 120 days thereafter. At the expiration of that 120 days, he must again resume premium payments. However, if the term of his policy had expired during that 120 days, his policy would have been lapsed when he started to resume his premium payments at the end of the 120 days, and he would have lost all rights in participating plans of NSLI.

Since the passage of Public Law 148, his policy would have been automatically renewed in the above instance and premium payments could have been resumed at the increased rate (in accordance with age) at the conclusion of the 120-day period.

Recruiting Duty Billets Open, SKs and DKs Are Needed

Do you want recruiting duty? BuPers is asking for requests for this type duty from eligible personnel in order to build up the present waiting lists for replacement of recruiting personnel during 1954.

BuPers particularly wants requests from qualified men in the following rates: SKC, SK1, DKC, and DK1.

Requests for assignment to recruiting duty are desired from men eligible for shore duty and who meet the qualifications outlined in Article C-5208, *BuPers Manual*.

Requests should be submitted to the Chief of Naval Personnel (Attn: Pers-B61), via the commanding officer and in accordance with BuPers Inst. 1306.20A.

Prior to transfer, personnel ordered to recruiting duty will be required to execute an agreement to extend or reenlist if they do not have obligated service equivalent to the normal tour of shore duty.

Personnel should also include on their requests three choices of duty, indicating the city and state.

Chi Chi Jima Is Their Duty Station

Probably one of the least known spots for overseas Navy duty is the little place called Chi Chi Jima. One of the Bonins, Chi Chi Jima is about 500 miles south of Japan and has a land area of only nine and one-half square miles.

The U. S. Naval Facility, Chi Chi Jima, was established less than two years ago with an allowance of three officers and ten EMs. All the married men have their families with them—and together with a missionary and his wife there is an American community of about two dozen people. Roughly 150 Bonin Islanders make up the rest of the population of the tiny island.

Chi Chi Jima has had its ups and downs. Back in 1830 a Massachusetts man—a whaler by occupation—took an expedition from Honolulu to settle in the Bonins. With him went other Americans, two Englishmen, a Dane, a Portuguese, and seventeen Hawaiians. Shipwrecked mariners and adventurers slowly helped build up the population. English was the language commonly used by the many-nationed inhabitants.

Then, in 1875, the Japanese took possession of the islands. After World War I they began to build

economically and militarily, setting up a naval station complete with piers and repair yards, roads, tunnels and an air strip. The population went over 6000, but was evacuated except for troops during World War II. Today, the population is again small—fewer than 200 all told.

The islanders have Guam, 850 miles to the south as their nearest source of supply. Sometimes they obtain goods from mail order houses back in the States.

Life for those on Chi Chi Jima is sometimes hazardous. In 1952, Typhoon "Rose" slammed into the little island for two days. There was heavy damage to homes, roads and gardens, but no lives were lost.

Navymen assist and guide the islanders, and often take part in their festivals. Here's part of a menu for a feast: Langustas (something like lobster, and delicious), wild goat meat, and island-grown fruits and vegetables.

Chi Chi Jima, as part of the Bonin-Volcano Islands is under the Military Governor, CinCPac. Chi Chi Jima claims to be the furthest north and west of all Pacific islands that fly the American flag.—R. A. Kenney, JO1, usn.

Senior Courses at Naval War College Are Reorganized

Changes in the senior courses at the Naval War College, Newport, R. I., will provide naval officers with a better understanding of international political factors.

The revised curricula will take into account the complexity and advancement in modern warfare and the increased responsibility of military personnel in Joint and Allied commands.

These changes will be incorpo-

rated in a new two-year course, "Naval Warfare." Previously two one-year courses, "Strategy and Tactics" and "Strategy and Logistics," had covered the instruction which will now be included in the single course.

The course will be arranged so that officers may be ordered to take either part of the course on a one-year arrangement or both parts on a two-year arrangement, depending on rank and experience and the needs of the service.

The institution of the two-year course will become effective this June. The expanded studies at the War College will then include greater emphasis on such subjects as "Military Decisions," "Theory of Strategy," "International Affairs," "National Economics and Mobilization," "Principles of Logistics," "International Law," and "Strategy Planning."

QUIZ AWEIGH ANSWERS
QUIZ AWEIGH is on page 9

1. (c) Apprentice petty officer. Also popularly called "recruit petty officer."
2. (b) 1890.
3. (a) Assistant Secretary of the Navy.
4. (c) Secretary of the Navy.
5. (c) Holystoning the deck.
6. (a) Wooden decks.

List of Latest Films Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in October.

Films distributed under the Fleet Motion Picture Plan are leased from

U.S. Navyman Serves With Danish Navy

Navy men have been called upon to perform lots of unusual jobs, but here is one that is unique. This U. S. Navyman served with the Danish Navy. He is Lieutenant E. A. Guilbault, Medical Service Corps, usn.

When the Danish hospital ship *Jutlandia* arrived in the Far East on its third tour of duty, its commodore asked for a U. S. Navy officer to assist him. Someone was needed who combined the skill of an interpreter and a knowledge of supply, transportation, records, administration, public relations—plus a few years of medical work!

Lieutenant Guilbault could meet these requirements—plus a few others such as deep-sea diving.

Officially, his job was to coordinate administrative and supply matters for the Danish vessel while it was in the Far East. His main duties involved procuring supplies from U. S. Naval Supply Centers and keeping records on the ship's patients.

In addition, Guilbault was frequently called upon to arrange air transportation between Denmark and the Far East for Danish personnel. Since this involved getting permission to fly through many nations, his job sometimes required a large helping of diplomatic know-how.

As one Danish doctor described Guilbault, "He did more than operate a liaison unit. He was what you might call a one-man sea-going American embassy."

the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Arrowhead 1274 (T): Western; Charlton Heston, Jack Palance, Katy Jurado.

The City Is Dark 1275: Crime Melodrama; Sterling Hayden, Gene Nelson.

The White Witch Doctor 1276 (T): Romantic Adventure; Susan Hayward, Robert Mitchum, Walter Slezak.

The Actress 1277: Comedy Drama; Spencer Tracy, Jean Simmons, Teresa Wright.

Beast From 20,000 Fathoms 1278: Horror Melodrama; Paul Christian, Paula Raymond.

It Came From Outer Space 1279: Fiction Melodrama; Richard Carlson, Barbara Rush.

Clipped Wings 1280: Comedy; Leo Gorcey, Huntz Hall.

The Cruel Sea 1281: War Drama; Jack Hawkins, Donald Sinden, Virginia McKenna.

Return to Paradise 1282 (T): Adventure Drama; Gary Cooper, Barry Jones, Roberta Haynes.

All I Desire 1283: Drama; Barbara Stanwyck, Richard Carlson, Maureen O'Sullivan.

Sweethearts On Parade 1284: Musical; Ray Middleton, Lucille Norman.

The Caddy 1285: Comedy; Dean Martin, Jerry Lewis.

Main Street To Broadway 1286: Romantic Melodrama; Tallulah Bankhead, Herb Shriner, Ethel Barrymore, Mary Martin and cast of Broadway Stars.

Vice Squad 1287: Crime Melodrama; Paulette Goddard, Edward G. Robinson.

Ride Vaquero 1288 (T): Western; Robert Taylor, Ava Gardner, Howard Keel.

Gun Belt 1289 (T): Western Melodrama; George Montgomery, Tab Hunter.

Stand At Apache River 1290 (T): Western Melodrama; Stephen McNally, Julia Adams.

Arena (1291) (T) (3D); Rodeo



"Bearing 141 degrees, 32 minutes, 15 seconds south. Elevation, 5 point zero-one—Now! Chow line hasn't moved."

Melodrama; Gig Young, Jean Hagen, Barbara Lawrence.

Sea of Lost Ships (1292); Melodrama: John Derek, Wanda Hendrix, Walter Brennan.

Half a Hero (1293); Comedy: Red Skelton, Jean Hagen.

Hannah Lee (1294); Western Drama: MacDonald Carey, Joanne Dru.

The All American (1295); Football Drama: Tony Curtis, Lori Nelson.

99 River Street (1296); Crime Drama: John Payne, Evelyn Keyes.

Roman Holiday (1297); Comedy Drama: Gregory Peck, Audrey Hepburn.

Mexican Manhunt (1298); Melodrama: George Brent, Hillary Brooke.

So This Is Love (1299) (T); Biography of Grace Moore: Kathryn Grayson, Merv Griffin, Rosemary DeCamp.

Blowing Wild (1300); Romantic Melodrama: Gary Cooper, Barbara Stanwyck, Ruth Roman, Anthony Quinn.

The Golden Blade (1301) (T); Adventure Melodrama: Rock Hudson, Piper Laurie.

The Great Jesse James Raid (1302); Western: Willard Parker, Barbara Payton.

East of Sumatra (1303) (T); Adventure: Jeff Chandler, Marilyn Maxwell.

Combat Squad (1304); War Drama: John Ireland, Lon McCallister.

Little Boy Lost (1305); Drama: Bing Crosby, Claude Dauphin, Christian Fourcade.

Veils of Bagdad (1306) (T); Drama: Victor Mature, Mari Blanchard.

Fort Algiers (1307); Adventure Melodrama: Yvonne De Carlo, Carlos Thompson.

Mission Over Korea (1308); War Melodrama: John Hodiak, John Derek, Audrey Totter, Maureen O'Sullivan.

Champ For A Day (1309); Fight Melodrama: Alex Nicol, Audrey Totter.

Latin Lovers (1310) (T); Musical: Lana Turner, Ricardo Montalban, John Lund, Jean Hagen.

Man In The Dark (1311); Crime Melodrama: Edmond O'Brien, Audrey Totter.

Back to God's Country (1312) (T); Melodrama: Rock Hudson, Marcia Henderson, Steve Cochran.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 55—Concerns the deadline for mailing Christmas parcels to armed forces personnel overseas.

No. 56—Cancels Alnav 29 relating to purchase of lumber, office equipment and other supplies by naval commands.

No. 57—Concerned charges to be made for guests of naval personnel for general mess meals at Thanksgiving or Christmas time.

No. 58—States that should any member of the naval service refuse to testify on the grounds of possible self-incrimination before a committee of Congress which is investigating charges of alleged disloyalty or security violation, such member shall immediately be relieved of all duties, a prompt report shall be made of all the circumstances to SecNav and the member shall not be restored

to duty except upon the express direction of SecNav.

No. 59—Promulgates a basic change in the Navy's system of classifying material, eliminating the category "Restricted" and leaving the three categories of "Top Secret," "Secret" and "Confidential."

BuPers Instructions

No. 1211.2—Announces the publication of a *Dictionary of Occupational Titles* (NavPers 18347) for officer qualification codes.

No. 1552.2B—Gives instructions regarding issuing the Atomic, Biological and Chemical Warfare pocket reference card (NavPers 10699).

No. 1700.1A—Emphasizes that the handbook *Personal Affairs of Naval Personnel* (NavPers 15014) is primarily for use by division officers and company commanders in counseling their men and should be maintained as a ready reference.

No. 1920.6—Prescribes procedures governing resignations and discharges for certain medical and dental officers of the Naval Reserve.

BuPers Notices

No. 1120 (5 Nov 1953)—Lists 45 officers of the Line and Staff Corps ranking from Lieutenant through commander who have been selected for transfer to the Regular Navy under the Augmentation Program for 1953.

No. 1741 (5 Nov 1953)—Requests commands to forward information which will help insurance companies work out a standard form for their needs.

No. 1301 (19 Nov 1953)—Makes a change in BuPers Instruction 1301.6 (Change One) which relates to the administrative procedure to be followed for Navy officers serving with the Army or Air Force.

No. 1910 (20 Nov 1953)—Concerned separation procedure to be followed over the Christmas-New Year's holiday period.

No. 1412 (30 Nov 1953)—Promulgates the results of promotion boards convened to select officers of the Staff Corps for temporary promotion to the grade of lieutenant commander.

No. 1418 (8 Dec 1953)—Announces changes in BuPers Instruction 1418.7 to provide for distribution of certain information on results of exams for pay grade E-7 and makes other administrative changes.

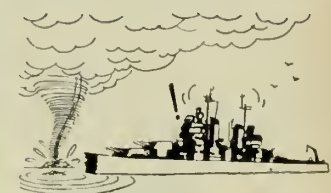
Typhoons are the Asiatic big brothers of the Atlantic's hurricanes. Fortunately, only in a few places in the world are found the factors that produce these berserk whirling winds . . . in the Caribbean area, the western Pacific and the Indian Ocean, between Africa and Australia.

Australians sometimes call them



"Willy-Willies"; in the Bay of Bengal, they are "Cyclones." The word typhoon is believed to have come either from the Chinese "T'ai fung," meaning "Great Wind," or the Arabic "Tufan," a "Tempest." The Japanese have called it "Kamikaze," the "Divine Wind."

Mountainous seas and rearing tides accompany typhoons. Typhoons can bring almost unbelievable rainfall. In



the Philippines, a typhoon once dumped 88 inches of water on the summer capital, Baguio, in four days. In December 1944, a typhoon east of the Philippines capsized three American destroyers. Another typhoon tore the bow from a heavy cruiser.

How does a typhoon get its start? At some point in its breeding place (near the Equator) muggy air begins



to rise, expands, cools and drops its moisture as rain. Barometers drop; the lower pressure brings cooler winds rushing in from all directions. The earth rotation deflects this in-rushing air and sets up a great swirl. This doughnut of air whirls faster and faster and is pushed along by differences in barometric pressure along its path—and you have a typhoon.

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ MASON, Donald E., HN, USN, serving with a Marine Infantry Company on the night of 12 Oct 1952. When the platoon was pinned down by heavy enemy machine-gun and automatic-weapon fire forward of the main line of resistance, Mason unhesitatingly moved about the devastated area to administer first aid and to lend words of encouragement to the many wounded Marines. Although painfully wounded himself and temporarily blinded by the searing flash burns of an enemy concussion grenade which exploded directly in front of him, he continued to render medical treatment to other casualties. Informed that a comrade was seriously wounded and was unable to be moved, he requested to be taken by the hand and led to the side of the stricken man where he succeeded in applying a difficult splint by sense of touch.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility..."

★ STOUT, Herald F., CAPT, USN, Commander Mine Squadron Three and Commander Blockading and Escort Minesweeping Group (Task Force 95.6) from 18 Feb 1952 to 12 Feb 1953. In directing the minesweeping operations of his group, Captain Stout utilized the forces at his disposal with maximum effectiveness in sweeping approach channels for amphibious landings and naval gun strikes, island defense areas and harbors of ports under siege by naval units while providing effective patrols to safeguard swept areas. He was eminently successful in maintaining and disseminating mine intelligence, in rendering search and rescue assistance for downed aviators, in conducting salvage operations and in furthering the training and operation of the Republic of Korea naval minesweeping force. Captain Stout skillfully directed his units in capturing prisoners, in destroying or

damaging enemy sampans and in interdicting trains along the east coast railroad carrying vital supplies to hostile forces opposing the U. S. Eighth Army.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ BOUDREAUX, Robert O., HM3, USN, serving with a Marine Infantry Company on 26 Dec 1952.

★ CONNOR, Joseph H., HM3, USN, serving with a Marine Infantry Company on 25 Feb 1953.

★ ESTRADA, Armand E., HM3, USN, (posthumously), serving with a Marine Infantry Company on 10 Apr 1953.

★ LONG, Kenneth J., HN, USN, serving with a Marine Infantry Company on 7 Aug 1952.

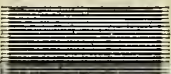
★ PONSOR, Rex E., HM3, USN, serving with a Marine Engineer Company on 13 Mar 1953.

★ ROBERTS, Michael F., HN, USN, attached to a Marine Infantry Battalion on 12 and 13 Aug 1952.

★ ROYER, Larry E., HN, USN, serving with a Marine Infantry Company on 5 Jul 1952.

Gold star in lieu of second award:

★ ROYER, Larry E., HN, USN, serving with a Marine Infantry Company on 6 Sep 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ BACH, Lawrence E., CAPT MC, USN, attached to a Marine Division from 19 Jun 1951 to 24 Apr 1953. Combat "V" authorized.

★ BROWN, Gaylord B., CDR, USN, Commander, Carrier Air Group Seven from 18 Jun to 24 Dec 1952.

★ DANIELS, James G., III CDR, USN, Commander Air Task Group Two from 31 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ DOUDNA, Calvin T., CDR, MC, USN, serving with the First Marine Aircraft Wing from 25 Jul 1952 to 8 May 1953. Combat "V" authorized.

★ FOWLER, William M., CAPT, DC, USN, serving with a Marine Division from 26 May 1952 to 12 Mar 1953. Combat "V" authorized.

★ WILLS, Harry C., LCDR, CEC, USN, CO of a Naval Construction Battalion Maintenance Unit from 16 Oct 1952 to 15 Jul 1953. Combat "V" authorized.

Gold star in lieu of second award:

★ LOVETT, Benjamin B. C., CAPT, USN, CO of USS *Essex* (CVA 9) from 17 Oct 1952 to 17 Jan 1953. Combat "V" authorized.

★ WATSON, Paul W., CAPT, USN, CO of USS *Bon Homme Richard* (CVA 31) from 23 Jun to 18 Dec 1952. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ ADAMS, John C., LT, USNR, serving in Fighter Squadron 884 on 22 Jun 1951.

★ ANDERSON, Cortney M., ENS, USNR, serving in Fighter Squadron 23 on 8 Oct 1952.

★ BARNETT, Marvin E., CDR, USN, serving in Fighter Squadron 172 on 28 Oct 1951.

★ CHAPMAN, Clyde W., LT, USNR, serving in Composite Squadron Three on 14 Oct 1952.

★ CHESSMAN, Samuel R., LTJG, USN, serving in Fighter Squadron 53 on 4 Sep 1951.

★ DAVENPORT, Thomas T., LT, USN, serving in Attack Squadron 55 on 17 Oct 1952.

★ DOSS, Robert F., LTJG, USN, serving in Fighter Squadron 172 on 9 Oct 1951.

★ ERICKSON, Clarence M., LTJG, USNR, serving in Fighter Squadron 53 on 18 Oct 1951.

★ FARNSWORTH, Robert S., LT, USNR, serving in Attack Squadron 702 on 13 Jul 1951.

★ FISHER, Clayton E., LCDR, USN, serving in Fighter Squadron 53 on 29 Oct 1951.

★ FOX, Alwyn L., Jr., LTJG, USNR, serving in Fighter Squadron 53 on 4 Sep 1951.

★ JERNIGAN, William A., Jr., LCDR, USN, CO of Fighter Squadron 24 on 23 Jun 1952.

★ HAGGE, Donald H., LTJG, USN,

(missing in action) serving in Attack Squadron 145 on 8 Feb 1953.

★ HENDERSON, Stanley W., ENS, USN, serving in Fighter Squadron 64 on 22 Apr 1952.

★ HOWARD, Donald H., LTJG, USNR, serving in Fighter Squadron 23 on 20 Dec 1952.

★ HUDSON, James A., LTJG, USN, (posthumously), serving in Attack Squadron 923 on 22 Dec 1952.

★ KANEVSKY, Joseph N., LTJG, USN, serving in Fighter Squadron 23 on 17 Oct 1952.

★ MCDANIEL, Robert A., AD3, USN, serving in Helicopter Squadron One on 13 Jun 1952.

★ MCEACHERN, Harold O., LTJG., USNR, serving in Helicopter Squadron One on 5 Aug 1952.

★ THOMPSON, Max E., LTJG, USN, serving in Composite Squadron Three on night of 26 Feb 1951.

★ TOMPKINS, Herbert A., LT, USNR, serving in Carrier Air Group 101 from 10 to 14 Apr 1951.

★ VAUGHT, Thomas B., LTJG, USN, serving in Fighter Squadron 53 on 21 Nov 1951.

★ WALKER, Merle R., ENS, USN, serving in Fighter Squadron 53 on 29 Oct 1951.

★ WARNER, Robert E., LT, USNR, serving in Fighter Squadron 884 on 18 May 1951.

★ WARREN, George V., LT, USN, serving in Fighter Squadron 172 on 11 Jan 1952.

★ WEDDLE, Fred, AO2, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 12 Feb 1951.

★ WENZELL, Richard M., LT, USN, serving in Fighter Squadron 51 on 18 Oct 1951.

★ WILSON, George N., LT, USNR, serving in Fighter Squadron 653 on 13 May 1952.

Gold star in lieu of second award:

★ SWISHER, Forrest D., ENS, USNR (posthumously), serving in Fighter Squadron 191 on 24 Jun 1952.

★ WALDMAN, Albert C., Jr., LCDR, USN, serving in Carrier Air Group 102 on 11 Jul 1951.

★ WENNER, Robert L., AO1, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.

★ WHITE, Edward A., LT, USNR, serving in Fighter Squadron 783 on 14 Oct 1951.

★ WRIGHT, Albert G., III, LT, USN, serving in Fighter Squadron 112 on 26 May 1952.

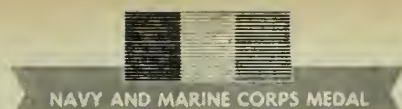
Gold star in lieu of third award:

★ FOX, Charles W., LT, USNR, serving in Attack Squadron 923 on 23 Jul 1951.

Gold star in lieu of fourth award:

★ BEEBE, Marshall U., CDR, USN, Commander Carrier Air Group Five on 21 and 28 Oct 1951.

★ TOPLIFF, John W., LT, USN, serving in Attack Squadron 702 on 2 Jul 1951.



"For heroic conduct not involving actual conflict with an enemy..."

★ EMERSON, John A., ENS, USNR, serving on board *uss Renshaw* (DDE 499) on night of 26 Dec 1952.

★ ST. LAWRENCE, William R., LTJG, USN, serving on board *uss Renshaw* (DDE 499) on night of 26 Dec 1952.



"For heroic or meritorious achievement or service during military operations..."

★ AIKINS, Charles C., LCDR, USN, CO of Fighter Squadron 23 from 18 Jul to 27 Dec 1952. Combat "V" authorized.

★ ALABURDA, Gerald T., RM3, USN, attached to *uss Douglas H. Fox* (DD 779) from 26 Feb to 24 Jun 1952. Combat "V" authorized.

★ ALLISON, Donald F., HN, USN, serving with a Marine Infantry Company on 3 Jul 1952. Combat "V" authorized.

★ BARNARD, Louie W., LCDR, USN, CO of *uss Endicott* (DMS 35) from 1 Oct to 11 Dec 1951. Combat "V" authorized.

★ BOUSQUET, Albert N., HM3, USN, serving with a Marine Infantry Company on 28 May 1952. Combat "V" authorized.

★ BROWN, Chester B., HM3, USN, attached to a Marine Liaison Group from 12 July to 3 Nov 1952. Combat "V" authorized.

★ BYRNES, John P., LTJG, ChC, USN, attached to a Marine Infantry Regiment from 6 Nov 1952 to 1 Apr 1953. Combat "V" authorized.

★ CARTER, Maynard C., LT, USN, serving in Carrier Air Group Seven from 23 June to 18 Dec 1952. Combat "V" authorized.

★ CHICK, Lewis W., CDR, USN, CO of Attack Squadron 55 from 18 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ CLARK, Jack G., HN, USN, serving with a Marine Infantry Company on 14-15 Jan 1953. Combat "V" authorized.

★ CONGER, Henry J., CDR, USN, CO of *uss Laffey* (DD 724) from 27 Feb to 24 Jun 1952. Combat "V" authorized.

★ COOMBS, Robert E., Jr., CAPT, USN, serving in *uss Princeton* (CVA 37) from 5 Dec 1950 to 26 Mar 1951. Combat "V" authorized.

★ COOPER, Damon W., CDR, USN, CO of Fighter Squadron 821 from 18 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ DAUGHERTY, William M., HM3, USN, serving with a Marine Infantry Company on 31 Jan 1953. Combat "V" authorized.

★ DAVIS, Clifton B., HM3, USN, serving with a Marine Reconnaissance Company on 27 Feb 1953. Combat "V" authorized.

★ DENTON, William, Jr., CDR, USN, Commander Carrier Air Group 19 from 30 April to 18 Sep 1952. Combat "V" authorized.

★ DIBBLE, James B., LT, MC, USNR, serving with a Marine Medical Battalion from 9 June to 31 Dec 1952. Combat "V" authorized.

★ DICK, Clifton W., HN, USN, serving with a Marine Infantry Company on 22 Feb 1953. Combat "V" authorized.

★ DONNIGAN, Joseph T., BM2, USN, attached to *uss Current* (ARS 22) and serving as a member of a salvage party from 31 Aug to 5 Sep 1952. Combat "V" authorized.

★ DOWNING, Arthur L., CDR, USN, Commander Carrier Air Group Two from 29 March to 31 Aug 1952. Combat "V" authorized.

★ DRACICEVICH, Joseph HN, USN, attached to a Marine Infantry Company on 3 Feb 1953. Combat "V" authorized.

★ ECKERT, Kenneth E., BM2, USN, attached to *uss Horace A. Bass* (APD 124), from 21 April to 3 May 1952. Combat "V" authorized.

★ ENTLER, Daniel M., Jr., CDR, USN, serving in *uss Princeton* (CVA 37) during the ship's reactivation and training period beginning 28 Aug 1950, and for the period 5 Dec 1950 to 10 Aug 1951. Combat "V" authorized.

★ EVANS, Halbert K., CDR, USN (posthumously), CO of Attack Squadron 75 from 23 Jun to 5 Dec 1952. Combat "V" authorized.

★ FANJUL, Joseph, HM3, USN, serving with a Marine Infantry Company on 3 Jul 1952. Combat "V" authorized.

★ FARRELL, William J., LTJG, MC, USNR, attached to a Marine Infantry Battalion on 7 Aug 1952. Combat "V" authorized.

★ FEIEREISEN, Kenneth, HN, USN, serving with a Marine Infantry Company on 31 Aug 1952. Combat "V" authorized.

★ FITCH, Lyndon B., Jr., LTJG, MC, USNR, serving with the First Marine Aircraft Wing from 15 Aug 1952 to 16 Mar 1953. Combat "V" authorized.

★ FOLK, Frank A., LT, MC, USNR, attached to First Marine Division from 2 Dec 1952 to 1 Apr 1953. Combat "V" authorized.

★ FLAHERTY, Donald M., DC2, USN, serving in *uss Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

BOOKS: NEW YEAR BRINGS MANY VOLUMES OF INTEREST TO THE NAVYMAN

YARNS of heroism, adventure, humor and personal history are among the many new books selected for Navy men by the BuPers library staff. Here are reviews of some of the latest books which are headed for ship and station library shelves:

• *U. S. Destroyer Operations in World War II*, — by Theodore Roscoe; U. S. Naval Institute.

Here is a companion volume to the king-size book, *U. S. Submarine Operations in World War II*.

Following the same format as the earlier book, Roscoe's new volume covers the period "from the pre-Pearl Harbor undeclared war against Hitler's U-boats to the final Japanese surrender in Tokyo Bay." Written in highly dramatic style, it is the story of the "small boys," the "tin cans"—destroyers and destroyer escorts—

and the men who served in them.

Some 40 chapters are used to fill the seven general categories into which the book is divided. Each is full of drama, action.

More than 400 photos, drawings, diagrams and battle charts round out the presentation. Rear Admiral Thomas L. Wattles, USN, (Ret.), performed the technical research. Illustrations, maps and charts were drawn by Lieutenant Commander Fred Freeman, USNR.

All in all, this is an impressive book—one that Navy men should not overlook.

★ ★ ★

• *Triumph and Tragedy*, — by Winston S. Churchill; Houghton Mifflin Company.

Here is the sixth and final volume of Churchill's monumental document on World War II.

It deals with the final year of the war and touches on such topics as President Roosevelt's death, victory in Europe, the atomic bomb, victory over Japan, the conference at Yalta and Potsdam and Churchill's retirement (temporary though it turned out to be) as Britain's prime minister.

Many more paragraphs than are available here are required to "review" Sir Winston's book. As a contribution to historical documentation, it is invaluable. As strictly reading matter, it is intensely interesting from the opening chapter on "D-Day" right through the appendices.

Americans will be interested especially in Churchill's discussion of the Potsdam and Yalta talks. Navy men will enjoy his statement that the atomic bomb did not settle the fate of Japan—rather her defeat "was brought about by overwhelming maritime power."

This is an important book, well worth reading.

★ ★ ★

• *The Red Doe*, by Drayton Mayrant; Appleton-Century-Crofts, Inc.

In vogue with the number of novels dealing with America's war for independence is *The Red Doe*.

Principal characters are people from the hill or back country of South Carolina. The Revolutionary War is not yet their war—"Don't

trouble trouble unless trouble troubles you" seems to be the by-word. As the British draw nearer, as relatives and friends are drawn into the war, the mood changes.

And so young Lexington Mournie and his two friends, Jeems Gaylord and Edisto Hawkins, join forces with General Marion. Marion, a shrewd military leader, spends his time harassing the British. He has insufficient troops and almost nonexistent arms and equipment. But he leads surprise attacks, coming away with British or Tory prisoners to exchange for Americans and—what's much more important—supplies and ammunition.

There's plenty of action in this novel, and humor and pathos, too.

★ ★ ★

• *Tigrero!*, by Sasha Siemel; Prentice-Hall.

After spending more than 30 years as a hunter in the wilds of South America—but not with high-powered rifles, battalions of porters and the other accoutrements usually associated with the pith-helmeted clan—Siemel, a Latvian by birth, has written an account of his exploits.

With a zest for adventure, Siemel sets out to become one of the legendary *tigreros*—the name given to the lone hunters of the South American *tigre* or jaguar. *Tigreros* don't use rifles, however; they prefer to trap their quarry in high grass or a tree and attack with a spear!

Siemel learns this dying "art" from one of the noted exponents of this form of hunting, an old and kindly Indian. The culmination of his training and many encounters with the *tigre* is Siemel's slaying of Assassino, a clever, marauding *tigre*.

This volume does not restrict itself to the stalking and killing of *tigres*, however, for Siemel is an adventurer of many inclinations. With his brother, Ernst, he travels from town to town, repairing ranchers' guns and seeking excitement wherever it may be found. Once Siemel defeats a traveling "strong man"; another time he conquers a Turkish wrestler. Early in his adventures he incurs the enmity of a man named Favelle who is killed, finally, by the savage, man-eating fish, the *piranha*.

You can easily see that danger piles upon danger and excitement of one sort or another will be found on almost every page, of this piece of non-fiction which underscores the maxim, "Truth is stranger than fiction."

SONGS OF THE SEA



The Dreadnaught

There's a saucy wild packet and a packet
of fame,
She belongs to New York, and the
Dreadnaught's her name;
She is bound to the west'ard where the
stormy winds blow,
Bound away in the Dreadnaught to the
west'ard we'll go.
Here's a health to the Dreadnaught, and to
all her brave crew,
Here's a health to her Captain and
officers, too.
Talk about your flash packets, Swallow Tail
and Black Ball,
But the Dreadnaught's the clipper to beat
one and all.

—Old Sea Chantey.



Mississippi Crossfire

Attack on New Orleans—1862

How Farragut's force of warships, protective chain hanging down their flanks and guns blazing orange in the dark, plowed past the two powerful Confederate watchdog forts to capture the prize of New Orleans. An eyewitness account told by CDR David Porter, USN.

In the Civil War struggle for domination of the Mississippi River, the city of New Orleans was an important objective for the Union forces.

A Federal naval force on the upper river had already taken a number of Confederate strongpoints, clearing the great waterway as far south as Memphis (ALL HANDS Book Supplement, "Paddlewheel Navy," November 1953). If Flag Officer David G. Farragut, USN, the Federal commander before New Orleans, could capture that important city, Union forces could then exert pressure from both ends and squeeze the Confederates between them.

But many thought the Southern stronghold unbeatable. Eight miles above the shoal water at the mouth of the river stood two Confederate forts, Fort Jackson on the right bank, Fort St. Philip on the left. In addition, the Southerners had ready a small naval force of 15 gunboats and the threat of "fire rafts." Nevertheless

Farragut considered his chances, thought them good and pushed ahead with the operation.

The Flag Officer himself arrived at the mouth of the river in February 1862 but not until this month, April, had all ships been eased over the shoal banks to the mouth and been readied for the forthcoming battle.

Here is a readable account of the preparations for the attack and the exciting battle itself, as told by a well-known eyewitness, Commander (later Admiral) David D. Porter, USN. Porter was a subordinate commander, in charge of the mortar boat squadron. From his position on the flank during the attack, he had an excellent chance to watch the struggle.



Admiral Farragut

THE first act of Farragut was to send Captain Henry H. Bell, his chief-of-staff, up the river with the steamers *Kennebec* and *Wissabickon*, to ascertain, if possible, what preparations had been made by the enemy to

Mississippi Crossfire

prevent the passage of the forts. This officer reported that "the obstructions seemed formidable." Eight hulks were moored in line across the river, with heavy chains extending from one to the other. Rafts of logs were also used, and the passage between the forts were thus entirely closed.

The Confederates had lost no time in strengthening their defenses. They had been working night and day ever since the expedition was planned by the Federal Government. Forts Jackson and St. Philip were two strong defenses on each side of the river, the former on the west bank and the latter on the east.

Fort Jackson was built in the shape of a star, of stone and mortar, with heavy bombproofs. It sat back one hundred yards from the levee, with its casemates just rising above it. I am told that the masonry had settled somewhat since it was first built, but it was still in a good state of preservation. Its armament consisted of forty-three heavy guns in barbette, and twenty in casemates; also two pieces of light artillery and three mortars; also seven guns in water battery.

The fort was also well supplied with provisions and munitions of war, which were stowed away in a heavily built citadel of masonry situated in the center of the works.

Fort St. Philip was situated on the other side of the river, about half a mile above Fort Jackson, and, in my opinion, was the more formidable of the two works. It covered a large extent of ground, and although it was open, without casemates, its walls were strongly built of brick and stone, covered with sod. The guns were all mounted in barbette, and could be brought to bear on any vessel going up or down the river. There were in all 53 pieces of ordnance.

Each of the forts held a garrison of about seven

hundred men, some of whom were from the Northern States, besides many foreigners (Germans or Irish). The Northern men had applied for duty in the forts to avoid suspicion, and in the hope that they would not be called upon to fight against the Federal Government.

The best passage up the river was near the west bank close under the guns of Fort Jackson, where the current was not very rapid and few eddies existed. Across this channel the Confederates had placed a raft of logs, extending from the shore to the commencement of a line of hulks which reached to the other side of the river. These hulks were anchored and connected to each other by chains. The raft was so arranged that it could be hauled out of the way of passing vessels, and closed when danger threatened. Although this plan of blocking the river was better than the first one tried by the Confederates, viz., to float a heavy chain across the rafts, it was not very formidable or ingenious.

In addition to the defenses at the forts, the Confederates worked with great diligence to improvise a fleet of men-of-war, using for this purpose a number of heavy tugs, that had been employed in towing vessels up and down the river, and some merchant steamers. These, with the ram *Manassas* and the iron-clad *Louisiana*, made in all twelve vessels. The whole naval force was nominally under the control of Commander John K. Mitchell, C.S.N.

The Confederate fleet mounted, all told, thirty-nine guns, all but two of them being thirty-two-pounders, and one-fourth of them rifled.

It is thus seen that our wooden vessels, which passed the forts carrying 177 guns, had arrayed against them 128 guns in strongly built works, and 39 guns on board of partly armored vessels.

In addition to the above-mentioned defenses, Commodore Mitchell had at his command a number of fire-rafts (long flat-boats filled with pine-knots, etc.), which were expected to do good service, either by throwing the Union fleet into confusion or by furnishing light to the gunners in the forts. On comparing the Confederate defenses with the attacking force of the Union fleet, it will be seen that the odds were strongly in favor of the former. It is generally conceded by military men that one gun in a fort is about equal to five on board of a wooden ship, especially when, as in this case, the forces afloat are obliged to contend against a three-and-a-half-knot current in a channel obstructed by chains and fire-rafts.

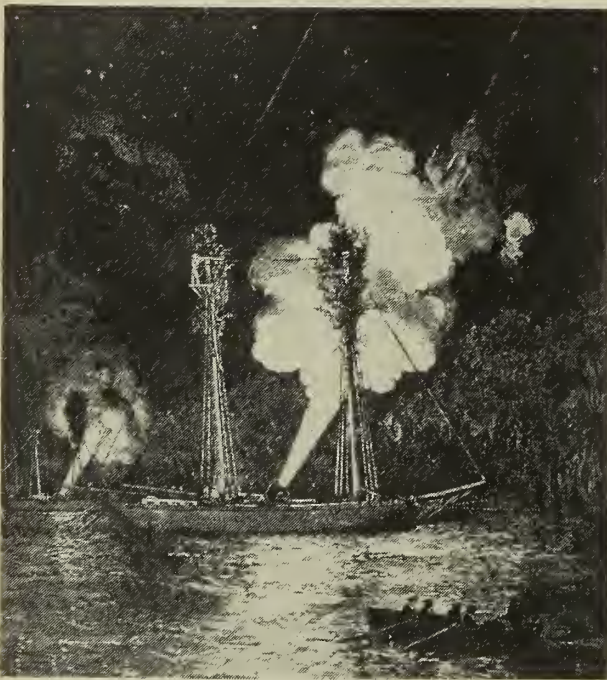
Our enemies were well aware of their strength, and although they hardly expected us to make so hazardous an attack, they waited impatiently for Farragut to "come on," resting in the assurance that he would meet with a disastrous defeat.

Having finished the preliminary work on the 16th of April, Farragut moved up with his fleet to within three miles of the forts, and informed me that I could commence bombardment as soon as I was ready.

★ ★ ★

On the morning of the 18th of April the bombardment fairly commenced, each mortar-vessel having orders to fire once in ten minutes.

The moment that the mortars belched forth their shells, both Jackson and St. Philip replied with great fury; but it was some time before they could obtain our range, as we were well concealed behind our natural rampart. Their fire was rapid, and, finding that it was



FARRAGUT'S mortar-schooners fire away at Fort Jackson.

becoming rather hot, I sent Lieutenant-commanding Guest [one of the mortar boat commanders] up to the head of the line to open fire on the forts with his eleven-inch pivot. This position he maintained for one hour and fifty minutes, and only abandoned it to fill up with ammunition. In the meantime the mortars on the left bank (Queen's division) were doing splendid work, though suffering considerably from the enemy's fire.

I went on board the vessels of this division to see how they were getting on, and found them so cut up that I considered it necessary to remove them, with Farragut's permission, to the opposite shore, under cover of the trees, near the other vessels, which had suffered but little. They held their positions, however, until sundown, when the enemy ceased firing.

At five o'clock in the evening Fort Jackson was seen to be on fire, and, as the flames spread rapidly, the Confederates soon left their guns. There were many conjectures among the officers of the fleet as to what was burning. Some thought that it was a fire-raft, and I was inclined to that opinion myself until I had pulled up the river in a boat and, by the aid of a night-glass, convinced myself that the fort itself was in flames. This fact I at once reported to Farragut.

At nightfall the crews of the mortar-vessels were completely exhausted; but when it became known that every shell was falling inside of the fort, they redoubled their exertions and increased the rapidity of their fire to a shell every five minutes, or in all two hundred and forty shells an hour. During the night, in order to allow the men to rest, we slackened our fire, and only sent a shell once every half hour.

Next morning the bombardment was renewed and continued night and day.

We kept up a heavy fire night and day for nearly five days—about 2800 shells every twenty-four hours; in all about 16,800 shells. The men were nearly worn out for want of sleep and rest. The ammunition was giving out, one of the schooners was sunk, and although the rest had received little actual damage from the enemy's shot, they were badly shaken up by the concussion of the mortars.

On the 23d I represented the state of affairs to the Flag-Officer, and he concluded to move past the works, which I felt sure he could do with but little loss to his squadron.

While Farragut was making his preparations, the enemy left no means untried to drive the mortar-boats from their position. A couple of heavy rifled guns in Fort St. Philip kept up a continual fire on the head of the mortar column, and the Confederates used their mortars at intervals, but only succeeded in sinking one mortar-schooner and damaging a few others. A body of riflemen was once sent out against us from the forts, but it was met by a heavy fire and soon repulsed.

Two o'clock on the morning of the 24th was fixed upon as the time for the fleet to start, and Flag-Officer Farragut had previously given the necessary orders to commanders of vessels, instructing them to prepare their ships for action by sending down their light spars, painting their hulls mud-color, etc.; also to hang their chain-cables over the sides abreast the engines as a protection against the enemy's shot.

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The commanders of vessels were instructed to follow in line in the following order of attack:

First Division—Captain Bailey; *Cayuga*, six guns;



CONFEDERATE ship, Governor Moore, fires on Varuna.

Pensacola, 24 guns; *Mississippi*, 12 guns; *Oneida*, nine guns; *Varuna*, 10 guns; *Katabdin*, four guns; *Kineo*, four guns; and *Wissabickon*, four guns.

Center Division—Flag Officer Farragut; *Hartford*, 25 guns; *Brooklyn*, 24 guns; and *Richmond*, 26 guns.

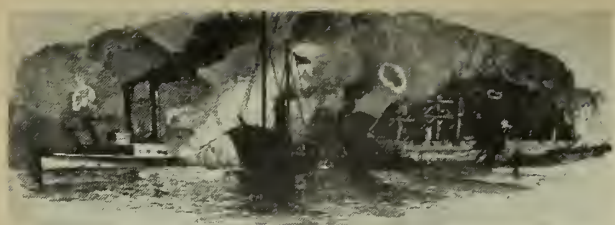
Third Division—Captain Bell; *Sciota*, four guns; *Iroquois*, nine guns; *Kennebec*, four guns; *Pinola*, four guns; *Itasca*, four guns; and *Winona*, four guns.

At two o'clock on the morning of April 24th all of the Union vessels began to heave up their anchors. It was a still, clear night, and the click of the capstans, with the grating of the chain-cables as they passed through the hawse-holes, made a great noise, which we feared would serve as a warning to our enemies. This conjecture proved to be correct, for the Confederates were on the alert in both forts and steamers, and were prepared, as far as circumstances would admit, to meet the invaders. One fact only was in our favor, and that was the division of their forces under three different heads, which prevented unanimity of action. In every other respect the odds were against us.

The entire fleet did not get fully under way until half-past two A.M. The current was strong, and although the ships proceeded as rapidly as their steam-power would permit, our leading vessel, the *Cayuga*, did not get under fire until a quarter of three o'clock, when both Jackson and St. Philip opened on her at the

UNION corvette, *Iroquois*, drives off two rebel ships.





CAYUGA is seen breaking through Confederate fleet.

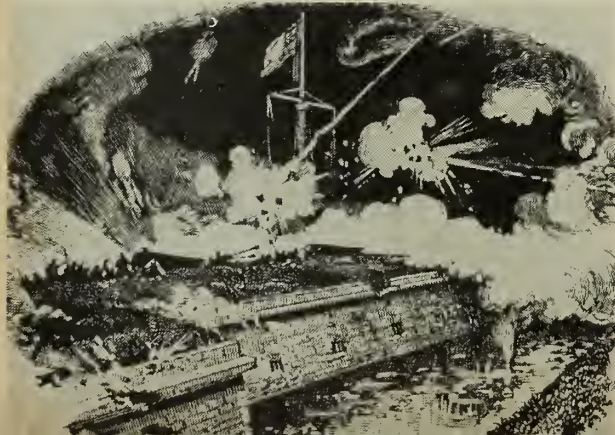
same moment. Five steamers of the mortar flotilla took their position below the water battery of Fort Jackson, at a distance of less than two hundred yards, and, pouring in grape, canister, and shrapnel, kept down the fire of that battery. The mortars opened at the same moment with great fury, and the action commenced in earnest.

Captain Bailey, in the *Cayuga*, followed by the other vessels of his division in compact order, passed the line of obstructions without difficulty. He had no sooner attained this point, however, than he was obliged to face the guns of Fort St. Philip, which did him some damage before he was able to fire a shot in return. He kept steadily on, however, and, as soon as his guns could be brought to bear, poured in grape and canister with good effect and passed safely above.

He was here met by the enemy's gun-boats, and, although he was beset by several large steamers at the same time, he succeeded in driving them off. The *Oneida* and *Varuna* came to the support of their leader, and by the rapid fire of their heavy guns soon dispersed the enemy's flotilla. This was more congenial work for our men and officers than that through which they had just passed, and it was soon evident that the coolness and discipline of our Navy gave it a great advantage over the fleet of the enemy. Bailey dashed on up the river, followed by his division, firing into everything they met; and soon after the head of the Flag-Officer's division had passed the forts, most of the river craft were disabled, and the battle was virtually won.

In the meantime the *Varuna* (Commander Boggs), being a swift vessel, passed ahead of the other ships in the division, and pushed on up the river after the fleeing enemy, until he found himself right in the midst of them. The Confederates, supposing in the dark that the *Varuna* was one of their own vessels, did not attack her until Commander Boggs made himself known by delivering his fire right and left. One shot exploded the boiler of a large steamer, and she drifted ashore; three other vessels were driven ashore in flames.

FORT ST. PHILIP was soon silenced by Union gunfire.



At daylight the *Varuna* was attacked by the *Governor Moore*, a powerful steamer, fitted as a ram. This vessel raked the *Varuna* with her bow-gun along the port gangway, killing five or six men; and while the Union vessel was gallantly returning this fire, her side was pierced below the water-line by the iron prow of the ram *Stonewall Jackson*. The Confederate backed off and struck again in the same place; the *Varuna* at the same moment punished her severely with grape and canister from her eight-inch guns, and finally drove her out of action in a disabled condition and in flames.

But the career of the *Varuna* was ended; she began to fill rapidly, and her gallant commander was obliged to run her into shoal water, where she soon went to the bottom. Captain Lee, of the *Oneida*, seeing that his companion needed assistance, went to his relief, and rescued the officers and men of the *Varuna*. The two Confederate rams were set on fire by their crews and abandoned. Great gallantry was displayed on both sides during the conflict of these smaller steamers, which really bore the brunt of the battle, and the Union commanders showed great skill in managing their vessels.

Bailey's division may be said to have swept everything before it. The *Pensacola*, with her heavy batteries, drove the men from the guns at Fort St. Philip, and made it easier for the ships astern to get by. Fort St. Philip had not been at all damaged by the mortars, as it was virtually beyond their reach, and it was from the guns of that work that our ships received the greatest injury.

As most of the vessels of Bailey's division swept past the turn above the forts, Farragut came upon the scene with the *Hartford* and *Brooklyn*. This other ship of Farragut's division, the *Richmond*, Commander John Alden, got out of the line and passed up on the west side of the river, near where I was engaged with the mortar-steamers in silencing the water batteries of Fort Jackson. At this moment the Confederates in Fort Jackson had nearly all been driven from their guns by bombs from the mortar-boats and the grape and canister from the steamers. I hailed Alden, and told him to pass close to the fort and in the eddy, and he would receive little damage. He followed this advice, and passed by very comfortably.

★ ★ ★

By this time the river had been illuminated by two fire-rafts, and everything could be seen as by the light of day. I could see every ship and gun-boat as she passed up as plainly as possible, and noted all their positions.

It would be a difficult undertaking at any time to keep a long line of vessels in compact order when ascending a crooked channel against a three-and-a-half-knot current, and our commanders found it to be especially so under the present trying circumstances. One of them, the *Iroquois*, got out of line and passed up ahead of her consorts; but De Camp made good use of his opportunity by engaging and driving off a ram and the gun-boat *McRae*, which attacked him as soon as he had passed Fort Jackson. The *McRae* was disabled and her commander mortally wounded. The *Iroquois* was much cut up by Fort St. Philip and the gun-boats, but did not receive a single shot from Fort Jackson, although passing within fifty yards of it.

While the events above mentioned were taking place, Farragut had engaged Fort St. Philip at close quarters with his heavy ships, and driven the men away from their guns. He was passing on up the river, when his flagship was threatened by a new and formidable adversary.

A fire-raft in full blaze was seen coming down the river, guided towards the *Hartford* by a tug-boat, the *Mosher*. It seemed impossible to avoid this danger, and as the helm was put to port in the attempt to do so, the flag-ship ran upon a shoal. While in this position the fire-raft was pushed against her, and in a minute she was enveloped in flames half-way up to her tops, and was in a condition of great peril.

The fire department was at once called away, and while the *Hartford's* batteries kept up the fight with Fort St. Philip, the flames were extinguished and the vessel back off the shoal into deep water—a result due to the coolness of her commander and the good discipline of the officers and men.

While the *Hartford* was in this perilous position, and her entire destruction threatened, Farragut showed all the qualities of a great commander. He walked up and down the poop as coolly as though on dress-parade, while Commander Wainwright directed the firemen in putting out the flames. At times the fire would rush through the ports and almost drive the men from the guns.

"Don't flinch from that fire, boys," sang out Farragut, "there's a hotter fire than that for those who don't do their duty!"

While passing the forts the *Hartford* was struck thirty-two times in hull and rigging, and had three men killed and ten wounded.

The *Brooklyn* followed as close after the flag-ship as the blinding smoke from guns and fire-rafts would admit, and the garrison of the fort was again driven to cover by the fire of her heavy battery. She passed on with severe punishment, and was immediately attacked by the most powerful vessel in the Confederate fleet—excepting the *Louisiana*—the ram *Manassas*. The first blow that the *Manassas* struck the *Brooklyn* did but little apparent injury; and the ram backed off and struck her again in the same place; but the chain armor on the *Brooklyn's* side received the blow, and her adversary slid off in the dark to seek other prey. (It must be remembered that these scenes were being enacted on a dark night, and in an atmosphere filled with dense smoke, through which our commanders had to grope their way, guided only by the flashes of the guns in the forts and the fitful light of burning vessels and rafts). The *Brooklyn* was next attacked by a large steamer, which received her broadside at the distance of twenty yards, and drifted out of action in flames. Notwithstanding the heavy fire which the *Brooklyn* had gone through, she was only struck seventeen times in the hull. She lost nine men killed and twenty-six wounded.

When our large ships had passed the forts, the affair was virtually over. Had they all been near the head of the column, the enemy would have been crushed at once, and the flag-ship would have passed up almost unhurt. As it was, the *Hartford* was more exposed and imperiled than any of her consorts, and that at a time when, if anything had happened to the commander-in-chief, the fleet would have been thrown into confusion.

The forts had been so thoroughly silenced by the ships' guns and mortars that when Captain Bell came along in the little *Sciota*, at the head of the third division, he passed by nearly unharmed. All the other vessels succeeded in getting by, except the *Itasca*, the *Winona*, and the *Kennebec*. The first two vessels, having kept in line, were caught at daylight below the forts without support, and, as the current was swift and they were slow steamers, they became mere targets for the Con-

federates, who now turned all that was left of their fighting power upon them.

Seeing their helpless condition, I signaled them to retire, which they did after being seriously cut up.

While these events were taking place, the mortar-steamers had driven the men from the water batteries and had kept up a steady fire on the walls of Fort Jackson. Although at first sight my position in front of these batteries, which mounted seven of the heaviest guns in the Confederate works (one ten-inch and one nine-inch columbiad, two six-inch rifles and three thirty-two-pounders), seemed a very perilous one, it was not at all so. I ran the steamers close alongside of the levee just below the water batteries, and thus protected their hulls below the firing-decks I got in my first broadside just as the middle of Bailey's column was opened upon by Fort Jackson.

The enemy responded quickly, but our fire was so rapid and accurate that in ten minutes the water battery was deserted.

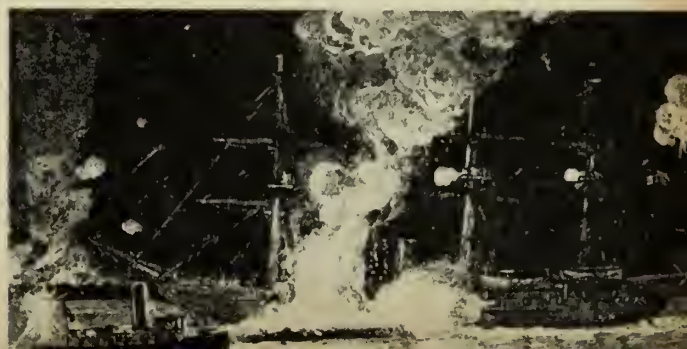
While engaged on this duty I had an excellent opportunity of witnessing the movements of Farragut's fleet, and, by the aid of powerful night-glasses, I could almost distinguish persons on the vessels. The whole scene looked like a beautiful panorama. From almost perfect silence—the steamers moving slowly through the water like phantom ships—one incessant roar of heavy cannon commenced, the Confederate forts and gun-boats opening together on the head of our line as it came within range.

The Union vessels returned the fire as they came up, and soon the hundred and seventy guns of our fleet joined in the thunder, which seemed to shake the very earth. A lurid glare was thrown over the scene by the burning rafts, and, as the bombshells crossed each other and exploded in the air, it seemed as if a battle were taking place in the heavens as well as on earth.

It all ended as suddenly as it had commenced. In one hour and ten minutes after the vessels of the fleet had weighed anchor, the affair was virtually over, and Farragut was pushing on towards New Orleans, where he was soon to crush the last hope of Rebellion in that quarter by opening the way for the advance of the Union army.

In this running battle, Farragut and his armada had shot their way past the "impregnable" forts and had made the downfall of the city inevitable. New Orleans was occupied and the Stars and Stripes flew atop the city hall. Within several days, both Fort Jackson and Fort St. Philip had surrendered. By catching the Confederates off balance and by striking before the Southerners realized the seriousness of the situation, Farragut's forces had gained an important victory for the Union.

FLAGSHIP *Hartford* is rammed by Confederate fire-raft.



TAFFRAIL TALK

Every once in a while ALL HANDS hears of some interesting records made aboard ships. But more often, ALL HANDS doesn't get the word—and the word doesn't get in print. For example, what ship had the longest period of time at sea without mooring or anchoring? What mine sweeper swept and destroyed the most mines in Korea? What squadron had the most flights in the Korean conflict? In short, we are on the lookout for unofficial, but verified records, as well as official records.

Who has served on the most ships in the Navy, or who has had the most continuous sea duty?



Is there any man who has been around both Cape Horn and Cape of Good Hope, through Panama and Suez Canals, and above and below each circle, the Arctic and Antarctic? That would take some doing, but there may be several who have.

A lot of Navymen keep a log of the ports they have visited. What's the record for trips around the world?

If your ship or shipmate has established a record, let's hear about it. Authentic, interesting records will be published.

★ ★ ★

Several changes have taken place on the ALL HANDS staff.

The latest addition to our writers is Robert Ohl, a first class journalist in several senses of the term.

Bob, an Air Corps sergeant during World War II, flew waist gunner in a B-17 Flying Fortress in missions over Italy, Germany, Yugoslavia and Austria. After the war he went back to college to pick up some additional training in journalism before entering the Journalist ranks of the Navy.

He has had tours of duty as editor of the station paper "The Tester" at the Naval Air Test at Patuxent, Md., with the mine force staff at MinLant in Charleston, S. C., and most recently at the NATO command headquarters for Southern Europe, CincCSouth, in Naples, and the U. S. Eastern Atlantic and Mediterranean command, CinCNelm, in London.

In other staff changes, Joyce Livingston, YNSN, USN(w), has left the office and the service, but will keep up with the Navy as the wife of Ralph Hellenschmidt, PH3, USN, assigned to the Navy Photo Lab, Anacostia, D. C. You may remember Joyce from the cover of the 1952 Christmas issue.

Two newcomers are moving into the Research section to do editorial clerical work. They are Johnnie May Jones and Tom Chan, YNSN, USN, who joined the Navy just this year after graduation from Northwestern University.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. D. C.: 20 cents per copy; subscription price Government Printing Office, Washington 25, \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

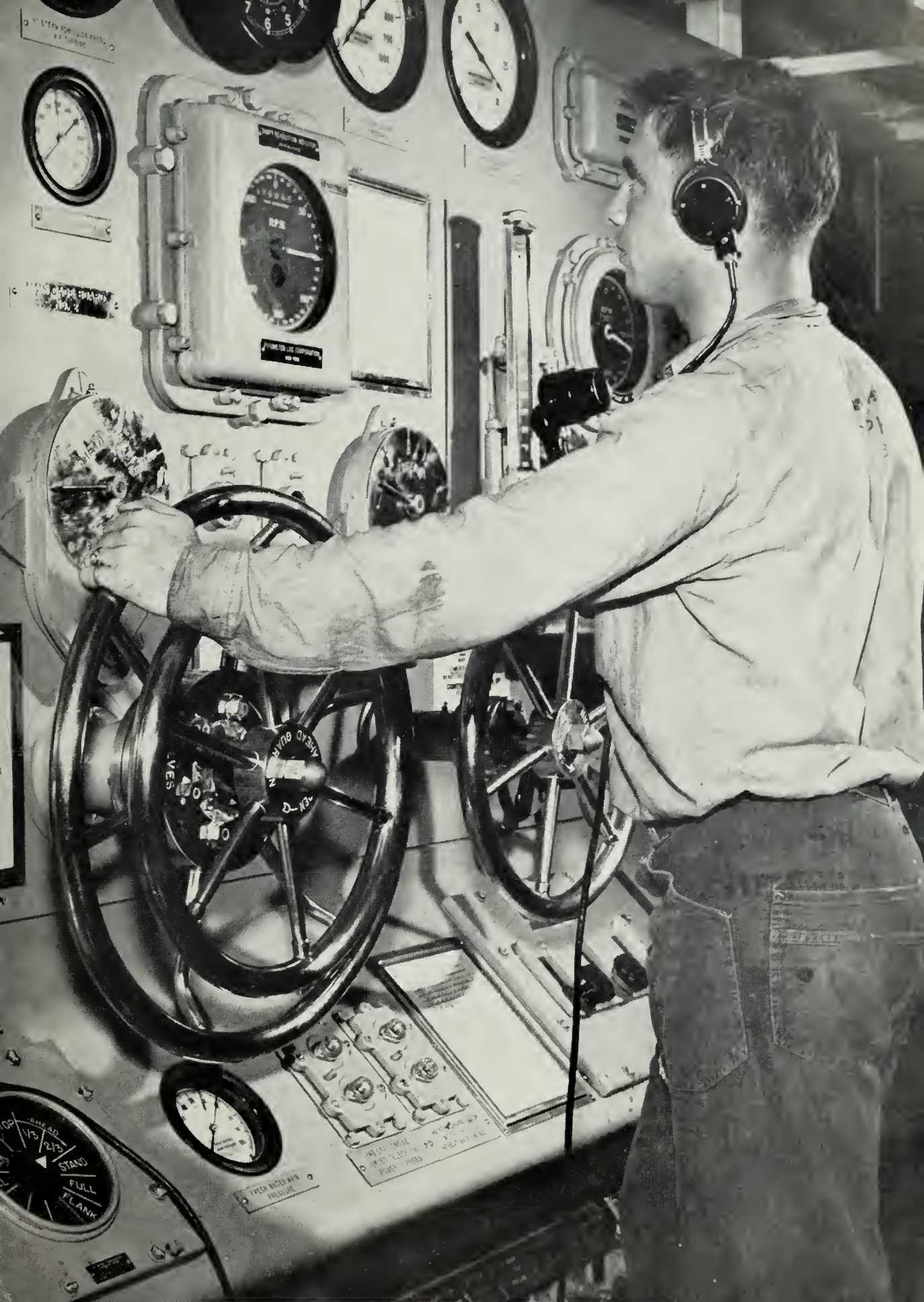
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

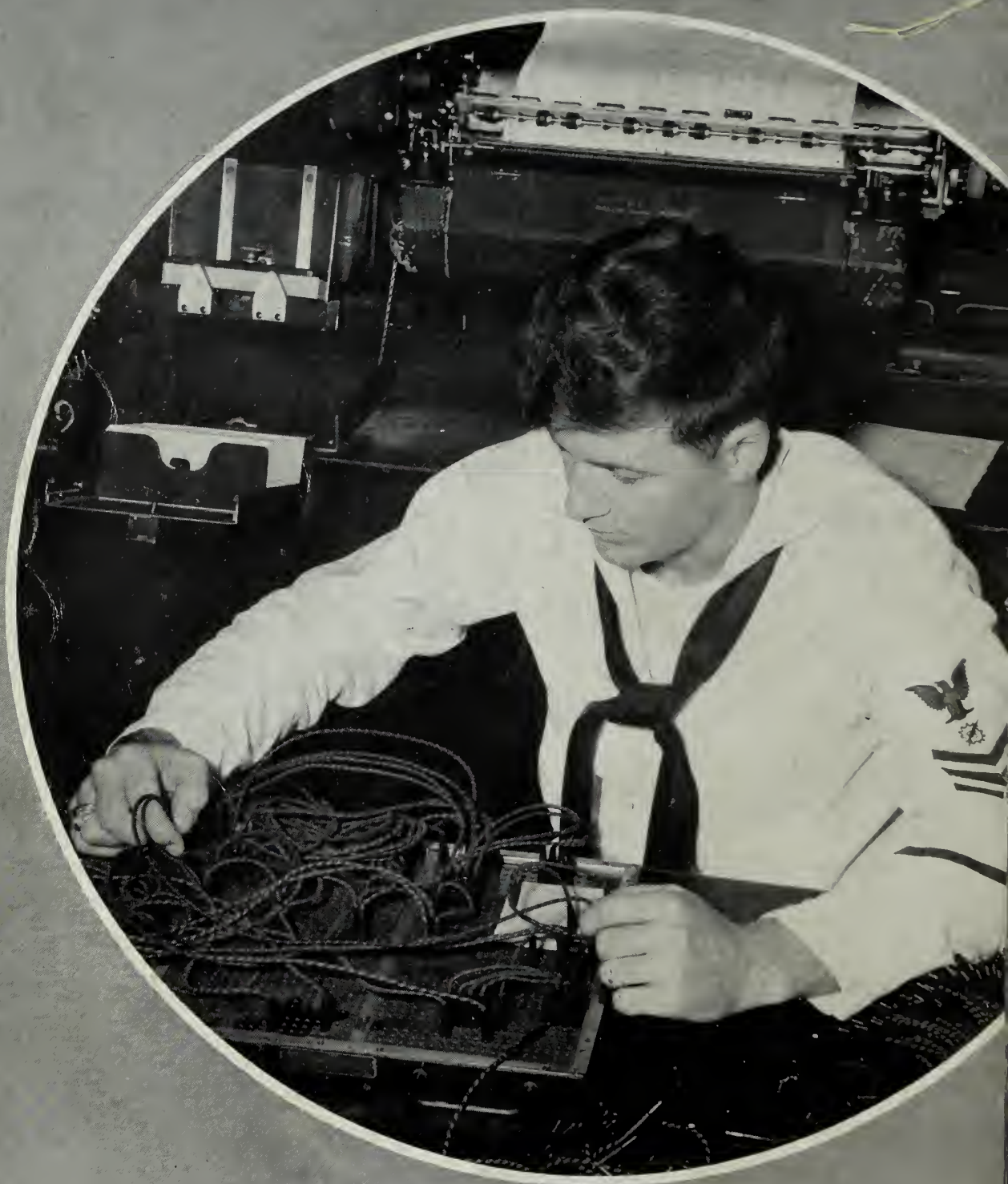
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Sailor stands steaming watch at engineroom throttle in Number two engineroom on board USS Northampton (CLC 1).

ALL HANDS



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
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NAVPERS-O

FEBRUARY 1954





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1954

Navpers-O

NUMBER 444

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- **FRONT COVER: GET ON YOUR MARK'**—Plane captains and tractor drivers wait their turn to jackey 'Caugars' into launching position on flight deck of USS Oriskany (CVA 34).
- **AT LEFT: DESTROYER USS Flayd B. Parks (DD 884)** ties up alongside auxiliary vessel for transfer of stores.
- **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



NAVY CAMERAMAN shoots movies of progress of USS *Burton Island* (AGB 1) as vessel pushes through Antarctic icepack.

Navy Photogs Have All-Seeing Eyes

THREE-DIMENSIONAL photography, the latest rage of the motion picture world, is old stuff to Navy photographers. They've been using 3-D since the 1920's for aerial mapping and since before World War II for photo interpretation. It has played a highly important and valuable role both in wartime and peacetime.

But 3-D is only one phase of naval photography. Picture-taking in the Navy is as versatile as the men that do it. Sailor-photographers, armed with cameras of various sizes and shapes, fly in aircraft on reconnaissance missions, ride surface ships and even send their cameras below the surface to "shoot" through a submarine's periscope. Even the Navy's famed "frogmen" use underwater cameras.

Navy photographers, besides knowing the technical or "dark room" techniques, must know how to operate and maintain every type of Navy camera, from the simplest type of still camera to a huge, expensive aerial camera.

The job of the Navy photogra-

pher, from the highly trained petty officers to the warrant photographers and the specialist photographic officers, requires combining the knowledge and skill of a technician with the talents of an artist.

A Navy photographer has one of the most varied billets in the service. The PH, for example, may find himself a member of a Navy Combat Camera Unit, in the thick of the fighting; or he may specialize in the production of motion pictures; or as a member of a photo squadron specializing in aerial reconnaissance and hydrographic mapping photography; or as a public information photographer, filming canned TV shows or still pictures for your home town newspapers. The PH has got to keep up with a constantly developing and growing science of picture-taking.

The biggest field of photography in the Navy today is aerial reconnaissance.

Aerial cameras today are about as big a tactical weapon as jet fighter planes. The "shots" fired by a photographer with an aerial camera have

proved to be as deadly to an enemy as a hit from a 16-in. projectile. Aerial photo missions reveal such vital information as troop concentrations, supply dumps, air fields and gun emplacements.

From a small beginning, back in 1914, when the first aerial camera was only a graphic-type job with cigar box boards around the bellows to protect it against wind pressure, the Navy now has complex airborne cameras that are used for such highly technical work as aerial reconnaissance and hydrographic mapping.

As each new type camera comes along, the Navy photographer has to learn how to operate and maintain it. With the coming of the atomic age and of aircraft breaking the sound barrier the pace in aerial photography has stepped up also.

Today's aerial cameras have faster shutter speeds. The trend is also toward making the cameras more compact. They have to be smaller to fit into the limited space available in new jet aircraft.

Aerial reconnaissance photogra-

phy is highly important to any military operation. Field commanders in both World War II and in Korea estimated that 80 to 85 per cent of their intelligence information came from aerial reconnaissance photos.

An example of what aerial reconnaissance photography can do was the North Korean village of Chungjojur-ri. From the air, the place appeared to be a peaceful and apparently harmless town. Pilots failed to see anything different about it.

But after a special reconnaissance mission, photos revealed that the village was actually serving as a "cover," to house Communist vehicles. Photographs even revealed that the walls of several houses had been pulled down and a complete maintenance shop set up. Its disguise unveiled, the town was reduced to a smoky rubble by planes from the aircraft carrier *uss Kearsarge* (CVA 33).

The photographs that revealed this village's disguise were taken by the pilot, who operates the cameras by remote control from the cockpit. The photo pilot must be specially trained for his job and must have a thorough knowledge of his cameras and their capabilities.

But the PH, even though he didn't ride in the plane (there's no room in a modern jet), played a big part in this mission. It was his job to make sure all cameras were in good operating condition and were installed in the plane correctly. When the plane returned from the mission, he had to produce the finished film for the Intelligence Officer.

It was the photographer's job to process the film quickly with no errors—or else the mission would have been wasted and the enemy vehicles left to move against our troops.

Another example in Korea in which aerial photography played a big part was the big air strike at the hydro-electric power plants at Suiho on the Yalu River. Aerial photographs taken before the raid revealed all the different power stations maintained by the Communists along the Yalu.

More than 320 Navy planes from Carrier Task Force 77 and 100 Air Force Sabrejets combined to blast the power plants. Follow-up reconnaissance photos taken after the raid indicated that seven of the nine large plants had been destroyed, two others severely damaged, a total of 45 buildings demolished and nine

transformer stations damaged.

The photographic missions in both the above incidents were flown by high-speed jet aircraft. In order to take full advantage of the fast speeds of these jets and still get good photos, the speed of the cameras has had to be increased accordingly.

One answer to the photography-at-high-speed problem was provided by a Navyman right on the scene, Lieutenant H. D. Williams, usn, of Photo Squadron 61. While serving in *uss Philippine Sea* (CVA 47), the lieutenant developed a "gadget" called the "image motion compensator." The "IMC" allows jets to fly at their normal high speeds and still take good 'recon' photos at low altitudes.

Here, roughly, is how Williams' "IMC" operates. The camera is installed in the aircraft in such a manner that it can swing in a fore-and-aft motion. A motor drive and a gear arrangement are then secured to the camera in such a manner that the rate of movement from fore-to-aft coincides with the angular rate of image motion.

As the camera travels aft, it reaches a point where it is perpendicular to the surface of the earth. At this instant, the shutter snaps.

It takes much longer to describe this action than it does for the camera actually to go through this cycle. Controlled by gears, the camera can be speeded up to where this "recycling period" takes only six-tenths of a second.

This is but one of the many innovations dreamed up by Navy photographers in the field and developed



FROGMEN use underwater cameras for reconnaissance, salvage studies, and set up cameras to film explosions.

by the scientists. The Research and Development Branch of the Bureau of Aeronautics' photographic section is continually seeking ways of improving photo equipment.

All photo reconnaissance work, however, is not performed by the air arm of the Navy.

The Submarine Service, too, has provided many valuable photographs of locations where aircraft can't venture. This was especially true during the early part of World War II when the Japanese controlled most of the Western Pacific.

Because of the limited space in

COMBAT CAMERA CREWMEN set up shop by 105mm howitzer somewhere in Korea. Crews such as this one provided on-the-spot coverage of Korean conflict.





JET PHOTO 'Banshee' flies over Korea with escort. Right: Aerial camera is installed by photographer's mates.

submarines, photographer ratings are not normally assigned to the boats. Usually, the gunnery officer on the submarine handles the photo work.

Submarine photography represents a few more problems than its aerial counterpart. A periscope is essentially built for looking through with the eye and hence makes a poor camera lens. The light transmission through the periscope leaves a lot to be desired, so far as photography is concerned.

While a picture *can* be taken through any periscope in use today, the quality of the photographs is

far from excellent. (Periscope photography begins at a disadvantage because the size of the scope is necessarily limited.) Development to improve on capabilities in this field is in progress.

Cameras were first officially introduced into submarines in 1940 when a few of the boats carried them with special fixtures to fit on the periscope eyepiece. A year later, work began on the development of the Mark I, a 35-mm. camera, and the Mark II, a 16-mm. motion picture unit.

The first all-photo reconnaissance

patrol made by a submarine was in 1943 by the old *uss Nautilus* (SS 168). During that patrol, the submarine took 2700 still photographs of the then Japanese-held island of Tarawa.

Cameras in the Navy find many uses aboard surface ships, at shore stations and in medical and scientific fields.

In surface photography, the all-seeing eye of the camera can check the performance of many types of equipment, revealing the action of new mechanical operations, or aiding in discovering a new method for repairing damaged equipment.

Photographers in billets ashore perform such jobs as photographing the progress of construction, damage to buildings and equipment, athletic events, inspections and doing public information work.

In the Pacific, a Navy Combat Camera Group was formed to obtain documentary and historical coverage of the Korean war. This group was formed into several units.

The job of the eight photographers in each of the special photo units was to shoot motion pictures and still pictures at the scene of action. The movies and news photos they made, often under battle conditions, were rushed to the U. S. for use by newspapers and newsreels.

The Navy's combat photographers thus helped to bring home to the American people first-hand information on the Korean war and how it was being fought.



CAMERA PARTY awaits first salvo from firing ship. Special camera will photograph the salvos while men with stop watches clock and record exact time.



INTELLIGENCE officers study photos. Right: Aerial recon photos are prepared for a 'mosaic,' during World War II.

For the big amphibious landing on the west coast of Korea, the camera crewmen were spotted aboard various destroyers. While six destroyers operated as "sitting ducks" to draw fire from Communist shore batteries, the "fighting photogs" sprang into action. Without regard for their personal safety, they got excellent shots of the battle of Inchon.

On the destroyer *uss Collett* (DD 730), for example, the photographers stood on the bridge, exposed to gunfire from enemy shore guns, continuing to take photos of the battle while the ship was hit nine times. While the gallant destroyer slugged it out with the Red's guns, the cameramen stuck to their stations, photographing the battle.

In the same operation, other photographers were busy aboard the heavy cruiser *uss Toledo* (CA 133). The group obtained a pictorial history of the pre-invasion bombardment and carrier-based strikes. Photos were also taken of the first wave of Marines going ashore at Wolmi-do. Navy photo coverage in Korea turned out to be a blue ribbon classic.

Navy "shutter-bugs" must also be able to make good motion pictures for training films.

Films play a big role in instructing and training naval personnel. Short of actual experience, a motion picture has been found to be one of the most effective methods of instruction.

In medicine and scientific re-

search, motion pictures (and still pictures too) are instrumental in the instruction of personnel and the development of new equipment and better techniques.

Photography has even aided doctors in diagnosing some diseases. All operations involving plastic surgery and bone and skin grafting are photographed so that the doctors will have a pictorial record of the patient before and after the operation.

Motion picture cameras can be rigged to microscopes to photograph

slides. This allows the doctors to study their samples more closely at their convenience.

In scientific research, movies, as one phase of photography, have an important function. Take for example the filming of a speeding rocket or an exploding bomb. The completed film can be projected in slow motion and the action studied in detail. Simulated underwater explosions can also be filmed and used to show the effect of concussion on the hull of a ship.



TRAINED REPAIRMAN overhauls an aerial camera at Naval Photographic Center. These cameras have been used with black and white, color infra-red film.



FILMS have become valuable training aids. Right: 'Arctic testing room' simulates temperatures cameras must withstand.

Even television hasn't been overlooked by the Navy. Public information photographers in the Fleet are filming TV shows of Naval personnel for use in the Fleet Home Town News program.

At the A-Bomb test at Bikini in 1948, the Navy used underwater television to "see" previously unexplored underwater areas. From a military and commercial standpoint, underwater television is proving to be a useful electronic tool for salvage work, harbor and channel inspection and underwater examination of hulls at sea.

During the atomic tests at Bikini, television equipment was installed aboard the submarine rescue vessel *USS Coucal* (ASR 8). The television screen aboard the "Crazy Eight" re-

sembled a window in an aquarium as fish of all species swam past the monitor. Operating with only natural light that filtered down through 150 feet of sea water, the camera filmed scenes on the floor of the lagoon.

Underwater, remote-controlled television, as demonstrated at Bikini, has many possible uses in the Navy, especially in submarine salvage work. Television cameras, focused on the hull of a sunken ship, could, if properly lighted, project a picture of the damage to a screen topside, giving salvage experts all the time they needed to study the vessel.

In submarine salvage work, where hours saved can be vital, underwater television could be most valuable. It would eliminate the time-consuming preliminary diving necessary

to determine the location and position of the sunken submarine prior to salvage operations or release of men trapped inside.

In these and many other ways, the Navy has been adapting the plain, ordinary camera to the needs of tomorrow. Photo equipment and techniques are being modernized every day to keep step with the Atomic Age. All this is enough to make the photographer burn the midnight oil, keeping abreast of all the changes.

But regardless of the "newfangled" equipment, results will still hinge on how good the person is who operates it. And Navy photographers have proved time and again that they not only have the best equipment but also know how to use it.—Rudy C. Garcia, JO1, USN.

PHOTOS are washed and dried in lab. Right: Copying camera, used for photo engraving, is a versatile instrument.



Nihoa: The Ferryboat that Went to War

THE ferryboat *uss Nihoa* (YFB 17), which did its heroic bit at Pearl Harbor on 7 Dec 1941, is still going strong.

When the Japanese attack came, *Nihoa* was without power steering. Although bouncing awkwardly in the harbor, she managed to maneuver well enough to rescue many sailors floating in the waters.

Nihoa also acted as a "hospital ship" during the attack, rushing ambulances from Pearl Harbor and Ford Island to areas where they were needed to evacuate the wounded.

As if steering difficulties weren't enough, *Nihoa's* work was further complicated by the burning *uss California* (BB 44) which partially blocked the ferry's entrance into the Ford Island slips. *uss Arizona* (BB 39) was afire and sinking nearby, but did not present a hazard to the ferryboat.

Today, *Nihoa*—in company with *uss Sheffield* (YFB 45)—daily plies the waters of Pearl Harbor, ferrying personnel, automobiles and equipment between Oahu and Ford Island.

These boats, which chug back and forth across the harbor on hourly schedules, form the means of transportation for Navy personnel and civilian workers from Oahu to the Pearl Harbor Naval Air Station.

Both ferries are "native Hawaiians," having been built in the Pearl Harbor Naval Shipyard. They



USS NIHOA (YFB 17), veteran of Pearl Harbor attack, carries autos, trucks and sailors from Ford Island to Oahu during one of ferry's hourly 'voyages.'

are among the largest craft ever to be constructed in the Islands.

Nihoa was built in October 1941. *Sheffield*, launched in 1944 at the peak of the war, helped ease the load on *Nihoa*. At that time, as many as 2000 sailors and civilian workers were carried by the ferries on one trip.

The boats have even been used as harbor-going "fire trucks." On one occasion, when a fire broke out under the King Docks at the Naval Supply

Center, it was impossible to fight the flames from shore. *Nihoa* took aboard fire trucks from Ford Island, steamed across the harbor in short order, and took up a position alongside the pier. The firemen then proceeded to put out the flames that were threatening the supporting timbers.

The forerunner of these flat-bottomed, barge-shaped ferries was the old ferry *Manuwai*, which means "Water Bird" in Hawaiian. Purchased by the Navy in 1940, *Manuwai* (YFB 16) has since been taken out of service and is in mothballs.

The crew of each of these Navy ferryboats consists of a pilot, an engineer, a marine oiler and two deckhands.

The ferries have carried everything from the Navy's largest bulldozer to the smallest aviation machine part. In one well-remembered instance, the crew had trouble getting a large, black limousine on board. It was so "low-slung" that alterations of the ramp were necessary to get it on the ferry without scraping the bottom of the car.

Navy men in the Pearl Harbor area often refer to *Nihoa* and *Sheffield* as "Cinderella Coaches." It seems that if you miss the last ferry from Ford Island—it leaves at 2345—you are in for a night away from home—or for a long swim.—J. A. Williams, JOSN, USN, Fleet Air Hawaii.



EVENTS which stand out in *Nihoa's* long history of steady service are her exploits during the Pearl Harbor attack and her 'doubling' as a 'firefighter.'

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **EXPLOSIVE HAZARD** — Buships warns that a serious explosive hazard can exist under certain conditions in pressure gauges, pneumatic systems and hydraulic systems due to auto ignition (diesel action). The *uss Leyte* (CVA 32) experience has increased observations and reports of this in hydraulic catapults.

Such explosions are especially likely to occur wherever there is a pocket or dead end in a high pressure system. If such a pocket or dead end contains air, or even more so if it contains more nearly pure oxygen, suddenly increasing its pressure can be expected to ignite and perhaps explode any fuel it contains. A wide variety of materials can act as fuels in this case and the quantity required is extremely small.

The limits of safety are being investigated but are not exactly known at this time. Therefore, as a general precaution, suddenly opening dead ended portions of hydraulic, pneumatic, or oxygen systems to much higher pressures should be avoided.

• **HOUSEHOLD EFFECTS** — In the future, Navy men heading for overseas stations will have to pay for any excess weight of household goods shipped by a Government vessel, according to a change in Joint Travel Regulations which became effective on 1 Jan 1954.

Previously, weight in excess of the prescribed weight allowance was authorized to accompany household goods on Government vessels without charge to the owner for the trans-

portation. However, excess costs were checked against the owner's pay account for packing, crating and transportation to and from the ports. Under the new ruling, the shipper will be checked for excess weight on the entire distance involved.

To avoid being checked for excess weight, particular attention should be paid to the weight allowances as prescribed in Joint Travel Regulations prior to arranging shipment of household goods to or from overseas duty stations.

• **CRUISE BOOKS WANTED**—OpNav Inst. 5070.1 requests all ships and stations and Marine Corps units that publish cruise books or unit histories to send one or two copies of their book to the Navy History Division of the Navy Department. A comprehensive reference source of all such books will be promulgated in the near future.

Books should be sent to the Office of the Chief of Naval Operations, (Director of Naval History, Op-29), Washington 25, D. C. If published volumes cannot be furnished gratis, it is desired that information concerning the publication and price be sent to the above address.

Other activities that desire a copy for reference use are: ALL HANDS, Bureau of Naval Personnel, Washington 25, D. C.; Naval War College, Newport, R. I.; Naval Academy Library, Annapolis, Md.; and Headquarters, U. S. Marine Corps, Historical Branch G-3, Washington 25, D. C.

• **ACTING CPOs** — The removal of the "T" after the rate abbreviation of CPOs will be announced in the near future. As a result, all chiefs who have made their rate since 31 Dec 1950 will become simply "Acting Appointment."

Actually, the removal of the "T" will have no immediate effect. CPOs who were appointed after 31 Dec 1950 will still be subject to reversion as before.

At the present time it is not considered sound policy to change the status of CPOs appointed since 1 Jan 1951 to CPO, permanent appointment. However, that does not mean such chiefs will be reverted to first class. That would happen only if there were a severe budget cut or a drastic cut in personnel.

Personnel appointed to pay grade E-7 prior to 1 Jan 1951 may be recommended for permanent appointment if they are still acting appointment. This is accomplished by following the procedure set forth in Article C-7209 BuPers Manual. Service requirements in such cases are prescribed in Article C-7204(3), BuPers Manual.

• **PERSONAL AFFAIRS HANDBOOK** — The publication, *Personal Affairs of Naval Personnel* (NavPers 15014), which was made available last fall, is designed for Navy division officers and Marine Corps company commanders. It is not intended for general distribution to other personnel for their individual use and retention.

The purpose of the handbook is to enable division officers and company commanders to carry out their responsibility to inform, guide and assist all personnel under their supervision in matters relating to the rights, benefits and privileges to which they and their dependents may be entitled. The handbook is



PASS THIS COPY ALONG—Whatever you do, wherever you are, remember nine others are waiting to read ALL HANDS.

also an aid in giving constructive advice and suggestions, on many personal problems of naval personnel.

Additional copies of the handbook, for the use of division officers and company commanders, should be requisitioned from the District Publications and Printing Offices in accordance with *BuPers Manual*, Article B-3202 or from Marine Corps normal source of supply.

Requisitioned forms for additional copies should contain a notation as to the intended distribution. For example, the notation might read—"15 copies for distribution to division officers."

• **PERSONAL MESSAGES** — Many Navy men and their dependents are unaware of the existence of the class "E" message privilege, enabling them to send messages free of charge over naval circuits.

Class "E" messages are personal, unofficial messages to or from specifically authorized personnel. They are primarily for the purpose of morale in affording naval personnel at sea and at overseas bases a means of rapid communications for important personal matters without incurring prohibitive expense.

The privilege of sending and receiving these messages is extended to all active U. S. military personnel and their dependents, members of Congress and other important U. S. Government (Federal, State and Municipal) officials and their dependents, and to retired U. S. military personnel and their dependents, when the personnel involved are either afloat in naval ships or are stationed at isolated overseas activities served by naval communications where commercial facilities are inadequate or unreliable.

Class "E" messages normally are limited in subject matter to such things as death, serious illness, birth announcements in the immediate family, and matters of important personal business not of a recurrent nature. Trivial or frivolous messages, holiday or anniversary greetings and ordinary congratulatory messages normally are not acceptable.

Within the continental limits of the U. S., where commercial facilities are readily available, class "E" messages are not permitted.

Messages originating in the United States are sent to one of three refil points. They are:

1. U. S. Naval Communication

Station, San Francisco, for personnel in the Pacific Ocean Areas, including the Far East.

2. U. S. Naval Communication Station, Washington, D. C., for personnel in the Atlantic, Mediterranean and Caribbean Areas, including the Middle East.

3. U. S. Naval Communication Station, Seattle, Washington, for personnel in the Alaskan Area.

Dependents desiring to send a class "E" message to personnel not in the continental U. S. should send their message to the appropriate refil point as listed above. This must be done by commercial means (mail, telephone or telegraph). An example of a properly addressed personal message from a dependent to a Navyman aboard ship in the Mediterranean would be as follows:

Joe William Snow, 12345 67,
RM1, usn

uss *Newport News* (CA 148)

U. S. Naval Communication Station

Washington, D. C.

Cost of getting the message from point of origin to the appropriate refil point must be borne by the sender. The naval communication station will then effect delivery to the addressee, via naval communications, at no charge.

The rules are similar for messages being sent from ships or overseas bases to persons within the U. S. The message is transmitted by naval communications from point of origin to one of the authorized refil points for inbound class "E" traffic. The charges, which must be prepaid by the sender, will amount to the cost of the telegram from the receiving station in the U. S. to the addressee.

• **NEW NSLI DIVIDEND** — The Veterans Administration will soon begin mailing out dividend checks to National Service Life Insurance policyholders.

To meet the requirements for the new dividend, an individual's policy must have been in force for at least three months between the anniversary date of his policy in 1953 and the same date in 1954.

Navy men who "waived" their premium payments will not be eligible unless they have paid at least one month's premium between the anniversary dates.

It is estimated that the checks will be mailed about 60 days after the anniversary date of the policy.

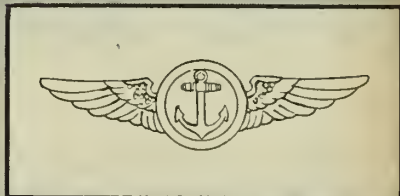
QUIZ AWEIGH

This month's Quiz Aweigh tests your knowledge of submarines, breast insignia, and special flags and pennants of the U. S. Navy.



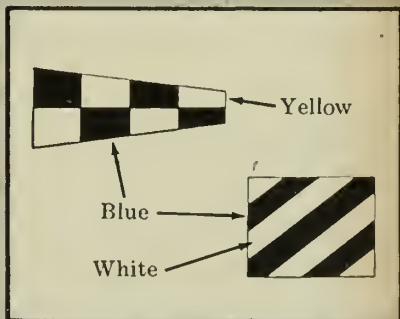
1. A modern submarine like the one above can fully submerge in approximately (a) 30 to 60 seconds, (b) 90 to 120 seconds, (c) 150 to 210 seconds.

2. During World War II, the average war patrol for submarines lasted (a) 15 to 30 days, (b) 45 to 60 days, (c) 75 to 90 days.



3. The illustration of the breast insignia, shown above, designates the (a) naval aviation observer, (b) naval aviator, (c) flight nurse.

4. The insignia for this special designation first appeared in U. S. Navy Uniform Regulations in (a) 1951, (b) 1941, (c) 1922.



5. The pennant, at left, indicates (a) turn, (b) emergency, (c) negat.

6. The numeral flag, at right, indicates (a) six, (b) five, (c) eight.

ANSWERS TO QUIZ ON
PAGE 53



NEW MINE SWEEPERS—first wooden ships to be built at Bremerton in 25 years—are shown at launching ceremony.

New Wooden Ships Join 'Sweep Fleet'

THE amphibious force was under-way. Its big ships were loaded with Marine troops who were keyed up for the invasion ahead. Escort vessels darted through the plodding ranks of the heavy transports keeping a watchful eye out for possible enemy submarines. Overhead an umbrella of planes was prepared to fight off anything coming at the fat transports through the air. The invasion point was approached under cover of darkness. All was ready for dawn which was to signal D-Day.

But D-Day slipped by unheralded by the shouts of landing Marines as the armada of ships circled impotently outside Wonsan harbor, and North Koreans by the thousands escaped the trap set for them.

Why?

Wonsan harbor had been converted into a giant trap by the enemy. Its bottom and shallow water was one deadly mine field.

The amphibious ships were to continue to circle for a week until a small group of insignificant looking

minesweepers were able to sweep clear a narrow channel and let the steel-hulled vessels enter the harbor and finally disembark the invasion force.

But not without price. The steel-hulled mine sweepers *uss Pledge* (AM 277) and *uss Pirate* (AM 275) were sunk.

Both sweeps were clearing a path for bigger men-o'-war when mines cut by their trailing cables started popping to the surface like corks. Hemmed in and unable to turn away, *Pledge* was the first to go. A giant cone of debris and water marked her passing.

Pirate, steaming cautiously behind, stopped to pick up survivors, her task complicated by shellfire from Communist shore batteries that had detected and opened up on the audacious mine sweepers. She was not to fulfill her task of mercy, for at the very moment of lowering away life boats she herself struck a mine and followed *Pledge* to the bottom of the harbor.

It was this incident that force-

fully brought home the need for the Navy's present wooden-hull mine sweeper building program.

Presently the Navy is building several hundred wooden-hull mine sweepers in three separate classes.

The AM-421 class, is the largest class. These ships are 165-foot long and displace 750 tons. The AMS-60 is the middleweight class. These are 144 feet long and displace 375 tons.

The MSB is the baby of the trio, 57 feet long, and will operate in a group from a "mother ship" which will be used to transport them to desired areas. From there MSBs will move about under their own power.

The AMs have certain unique structural differences from other types of wooden-hull craft. Their hulls are sheathed with two layers of diagonally placed planks which are in turn covered by a skin of fore-and-aft laid planking.

The outer planking is treated for preservation and the inner diagonal layers are cemented and caulked with compounds which seal off water leakage and help prevent decay.

The MSBs are built with an eye to the lifting capacity of shipboard cranes which can raise them from the water to upper decks. Hence they have a single outer skin. Whenever possible in their construction compromises have been made to reduce weight.

The superstructure on all three classes is bonded with waterproof adhesives and preservatively treated for longer plywood life. Plywood gives strength needed in topside cabins, etc., with a minimum of weight.

Although they have wooden hulls and wood is otherwise used to the maximum extent in their construction, the new mine sweepers are not completely of wooden construction. Non-magnetic metals—brass, bronze and monel—are used wherever possible, although some steel, cast iron and other ferrous metals are also used, principally in the machinery installed aboard.

These magnetic metals will be demagnetized by degaussing gear to prevent the mine sweeper from becoming a target for the very mines it is bent on sweeping.

The MSBs will be used to bolster the activities of the larger AMs and AMSs almost exclusively. These small craft will be manned by a chief petty officer as "skipper" and up to six other enlisted ratings. They will operate close inshore where their lighter draft will permit them to stream sweeping gear in shallow-water depths close to beaches where larger draft sweepers cannot go.

The personnel of these small boats will be armed with automatics, sub-machine guns and M-1 rifles. Actual sweeping is conducted by four boats of a five-boat team. The fifth, designated a "destructor boat," carries explosive ordnance personnel. The moored mines are cut and subsequently pop to the surface. Destructor boat personnel sink these floaters with their small-arms fire.

The largest of the trio, the AMs, will carry a crew of five officers and about 70 men. The next-smaller AMSs follow the AMs closely in design and construction details and will be manned by about 35 men and four officers.

Both types will carry mine hunting gear as well as the means to sweep mines from a channel. Sonar gear, although generally associated with submarine hunting, works as

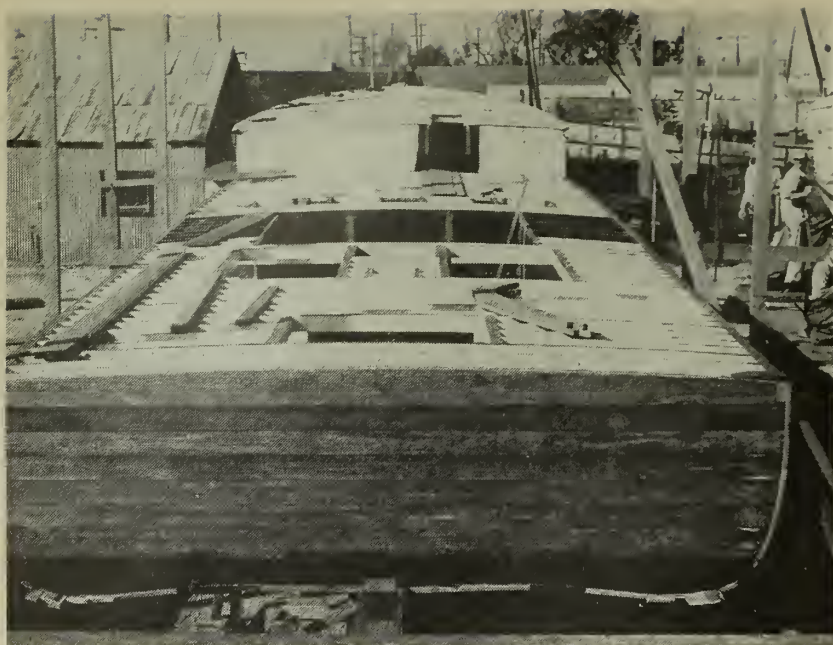


USS DYNAMIC (AM 432), one of new wooden mine sweepers designed to resist magnetic mines, is member of largest sweeper class. It's 165-ft. long.



TYPICAL of AMS-660-class of 'middleweight' mine sweepers is AMS-73. Below: Among baby sweepers, which operate with 'mother ship,' is MSB-22.





DECK AND TRANSOM construction of MSB-22 is shown. MSBs have only single outer 'skin.' Construction compromises were made to reduce weight.

well for ferreting out mines hidden beneath the surface of the water. It is an invaluable assistance to the mine sweepers threading their way through a "cabbage patch" mine field or attempting to determine the best place to clear a channel through a widely laid mine field. This is particularly true when there isn't time to clear the whole area.

Aside from their operational functions which make them a highly specialized vessel that stands out from other combatant vessels like a port running light on a dark night, the new wooden mine sweepers are different in many other ways, ranging from construction to housekeeping functions. Some of these differences are explained below, along with new problems involving the wooden sweeps. For example, there are many headaches connected with their construction. One of these has been the shortage in timbers of desired length and species.

The course of history, which has led the U. S. to naval supremacy, has in our times left its battle scars on our forests. In 1944 the Navy required 9,000,000 tons of steel. During the same period, 3,000,000 tons of wood were used in all types of naval military construction, afloat and ashore. It is becoming increasingly difficult to meet the requirements for shipbuilding timbers from our domestic old-growth trees. De-

spite promising recent developments in structural aluminum and molded plastic boat hulls, wood continues to be better than other materials for many important shipbuilding needs.

The new wooden-hull mine sweepers are framed as are most wooden-hull marine craft, of white oak.

White oak is used because of its structural superiority and durability and is an important component of many types of wooden-hull naval vessels. These include many designs of patrol, landing, district craft, auxiliary transports, salvage and rescue



USS OSPREY (AMS 28), one of Navy's older wooden mine sweepers, had good record in Korean conflict.

vessels ranging from 70 to 183 feet in length, as well as the new mine sweepers.

The white oak required in the building of one AM sweeper is equal to the growth of 100 years on one acre of forest land. The AM has 110 wooden frames. To build 100 AMs the frames alone would consume a year's growth of choice white oak lumber which would normally be found on about 1700 square miles of forest land, or an area 1 and 1/3 times that of the state of Rhode Island.

What does this all mean to the Navy? Simply this. Virgin old growth stands of white oak have been exhausted (except for a few isolated cases). Second-growth stands are the source of most of our present day timber. The Navy is becoming increasingly concerned with the depletion of stands of choice timber and is urging careful and rigid discrimination in the use of high quality white oak.

One way the Navy plans to help make our forests last longer is to make our wooden-hull ships last longer. In the hurry and urgency of World War II, wooden-hull vessels were necessarily built without regard to proper seasoning and treating of timbers. Consequently, many of these hulls are beginning to rot after a mere 10 years of service. The Navy is now working toward a minimum of 30 years' service from future wooden ships.

Preservation, therefore, is going to mean much more to the wooden ship sailor than it ever has before. How this preservation is practiced on wooden hulls is unique and very different from the way it is done on steel ships. For a few of its answers to the questions of longer life for wooden hulls the Navy has gone back to the conservation practices of sailing vessel days. In addition many modern preservation precautions have been added. What causes decay and why is the type of preservation required for wooden ships distinct from that which is normally given their steel brethren?

Decay of wooden hull frames and planking is caused by fungi—plant growths which are entirely distinct from marine borers. Fungi need moisture; wood that is continuously dry (below 20 per cent moisture) does not rot. But fungi also need air; wood completely water logged does not rot. Contradictory? Not at all.

The problem is to keep the moisture content of wood below a certain level or above a certain level. It is especially important to seal rain-water or other free water out by painting or other coating of the wood.

Parts of ships especially subject to decay include the stem, transom and frameheads. In salt water service, hull members below the weather deck and above the water line are more liable to decay than those below the water line. This is because to a certain extent under-water members become soaked with salt water, which inhibits decay somewhat. Hence keels, garboards and other members near usual bilge water levels are rarely decayed in boats continuously in the water.

There is another way of reducing decay—with ventilation. Ventilation hinders decay by its drying effect. While the new mine sweepers have better ventilation than the old ones, proper ventilation is still a problem. Maximum ventilation is the ideal in wooden-hull marine construction.

Maintaining bilges free of oil and as clean as possible is necessary on wooden mine sweepers. The topside seaman will be more concerned with putty and putty-knife when preparing surfaces for painting than he will be with scraper and wire brush. Surfaces should be sealed wherever cracks exist, before painting, to keep moisture from seeping into the heart of the plank and creating an ideal condition for fungi propagation. Layers of paint cannot be piled on top of each other as this prevents spotting decay in progress and creates a fire hazard which is much more dangerous on wooden-hull vessels, for obvious reasons, than it is on steel-hull ships.

During drydocking, which will come more frequently for wooden sweepers, the hull must be examined for marine borers or ship worms.

Anti-corrosive paint is not applied to wooden hulls but anti-fouling will still be used in liberal quantities.

All in all, life will be interestingly different on the wooden-hull sweeps. You may not have to raise sail and depend on the vagaries of wind to push you through the water, as in clipper ship days, but many of the other problems of wooden-hull sailing ships will be faced by the "iron men" of our new wooden sweepers.

—Howard S. Dewey, ENC(SS), usn.



Norfolk Feeds 'Em Well

Sailors who have passed through the serving line at Naval Receiving Station, Norfolk, Va., know they will get good, well-prepared food.

There's no shortage of meat and potatoes for hearty eaters because a choice of two "entrees" is the general rule. Waist-line watchers find the salad bar well-stocked with cold cuts and salad fixin's.

Take a look: Frank Siler, CS1, usn, shows T-bone cuts to Ken Barkman, CSSN, usn, who has been slicing bologna for cold cuts (top). Martha Allen, PNSN, usn, samples thousand island dressing at the salad bar (right). Sampson Dupre, CS3, usn, and Beecher Hyde, CSSN, usn, prepare batter in 80-quart electric mixer bowl.



The Best Passenger a Car Ever Had

Just about every Navyman knows the "Rules of the Road" when it comes to the sea, but how much do you know about driving on land? Being in the Navy you are apt to find yourself driving a motor vehicle in many strange places—do you know what to do?

The following material includes many safety habits which may differ from what you are in the habit of doing. These safe practices are based on the experience of persons who have made a special study of how to drive safely and efficiently. Take a good look at the following section. Be honest with yourself—If you don't use the practices outlined here, your driving needs to be improved:

Entering a "thru street" or highway—As you start out on any trip you usually enter a thru street or highway from a driveway or minor side

road. At such locations you can avoid trouble by slowing down enough to look for approaching cars from *both* directions. If there is a stop sign, the best habit for you is to stop completely *before* looking for approaching cars.

It's up to you to give the right-of-way to all traffic on a thru street or highway.

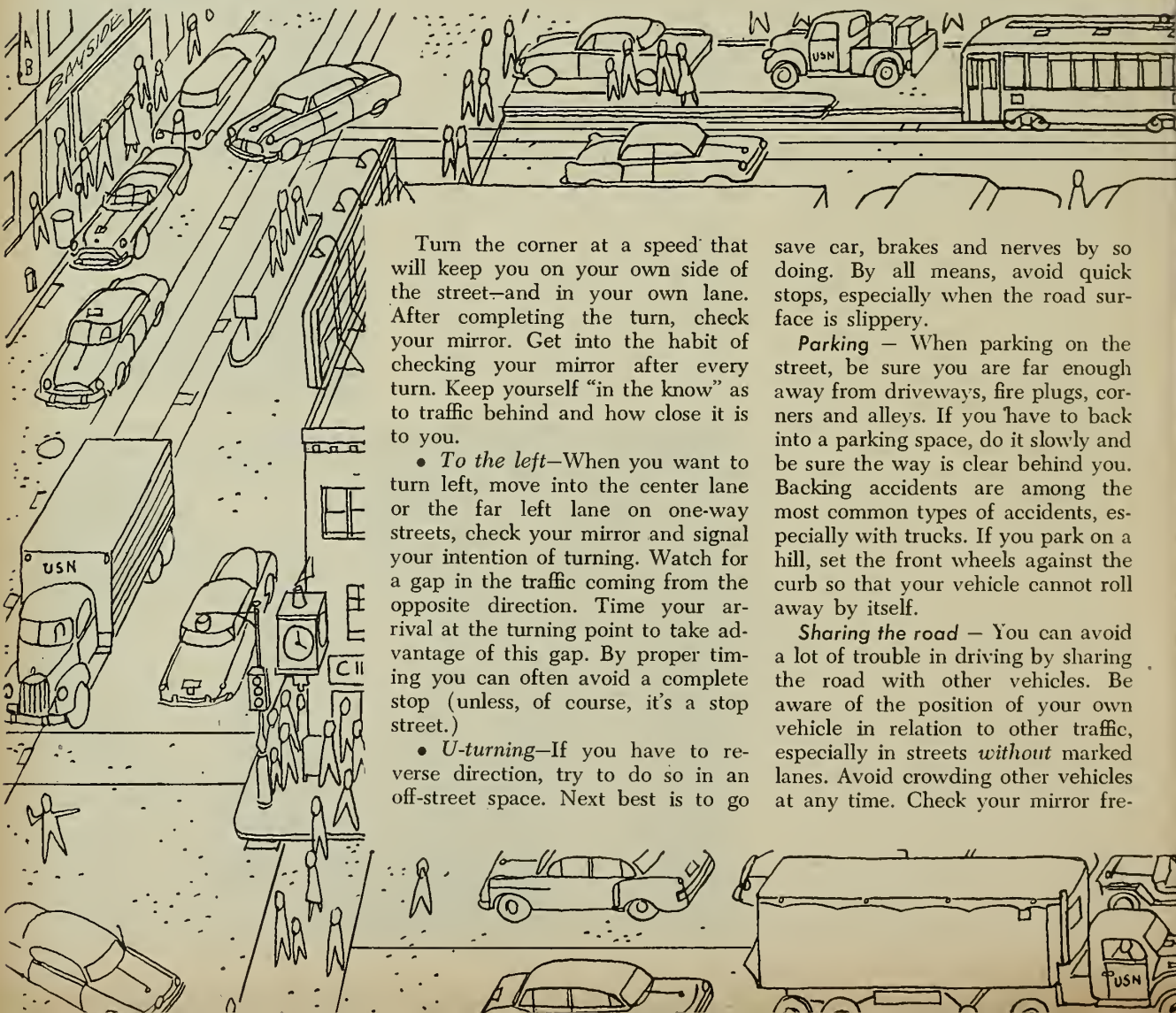
Turning corners — How do you make a turn? It's more than just shifting the wheel.

- **To the right**—Before you turn to the right, move into the right-hand lane, check your mirror for traffic behind, and signal your intention of making a right turn, making sure that other drivers see and know what you're going to do. Slow down *before* making the turn. Just before turning, check traffic coming from your left.

around the block. If you make a U-turn, stop first near the right-hand curb and look carefully in all directions for gaps in traffic. If the street is too narrow to permit a U-turn, stop and back into a driveway on the right-hand side of the street. It's always better to back off the street and head out into traffic than to head into a driveway and back out into traffic.

Stopping — When driving in high gear, use your brakes first. After slowing down to about 10 miles per hour, press down the clutch pedal. Leave the gear shift lever alone until your car has stopped.

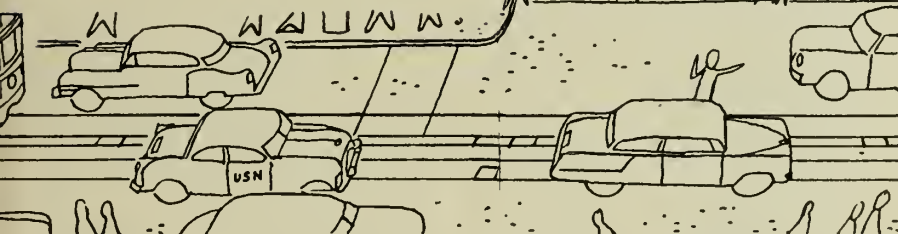
By "playing" the traffic lights and watching what's happening ahead, you can avoid many stops every day. Keep your attention on developments ahead, and plan your speed so that you will not have to stop often. You'll



quently so that you know when a car behind you is about to do something which will affect you.

The vehicle you drive may be marked USN—if not, then because of your uniform other drivers know whom you represent even if they don't know you personally. Share the road with others—avoid trouble—and help maintain the Navy's reputation for courtesy and fair play.

Overtaking and passing—The common practice is to overtake and pass other vehicles on the left. Before you pass another vehicle, make sure you have enough room to complete the pass without interference from oncoming traffic. If there is enough time to pass, check behind to see whether someone else is about to pass you. After you have passed the vehicle, check your mirror before pulling over to the right-hand lane. You should be far enough ahead of the vehicle to see the corner of it in your mirror before returning to your



proper lane. Remember, there's a penalty for "clipping."

In the daytime, sound your horn as you pull out to pass. At night, flick your headlights twice as additional warning to the driver ahead that you intend to pass him. If you're the one that's being passed, you should depress your headlight beam to signal the driver passing you that he has cleared and can safely return to the right lane—and of course to reduce the glare in his rear view mirror.

In many cities it's customary to pass other vehicles on the right if they are slowing down or are stopped to turn left at an intersection. On one-way streets, pass other vehicles on either the right or left side, after first making sure no one from behind wants to pass you and that the driver ahead knows you're intending to pass him.

Right-of-way at intersections—You have heard numerous rules about who has the right-of-way of vehicles at intersections. Regardless of where you drive, your job is to drive so that you neither hit a vehicle nor get hit by one at any intersection.

Even though the law says that you should yield the right-of-way to vehicles approaching from your right, don't forget that the best practice in checking an intersection for cross traffic is to *look first to the left and then to the right* and then give the right-of-way to any fool who wants it!

Collisions are not avoided by drivers who try to apply the fine points of the right-of-way rules after entering an intersection. If you can't stop in time, the other fellow may not be able to stop either. Depend on yourself, not the other fel-

low—to avoid collisions at intersections.

Keeping far enough behind other vehicles—The frequency of rear-end "chain-type" collisions where each of several vehicles in line plows into the rear of the one ahead, shows that many drivers follow too closely. Regardless of what the driver ahead may do, it's your job to be able to stop without crashing into the rear end of his vehicle.

The best way to avoid rear-enders is to stay behind the vehicle ahead a distance equal in feet to twice your speedometer reading in miles per hour. For example, at 20 miles per hour, follow no closer than 40 feet; at 30 miles per hour, the following distance should not be less than 60 feet.

Night Driving—Lack of clear visibility makes your job more difficult at night—just as it does for all drivers. You can compensate for this condition by regulating your speed and adjusting your following distances to what you can actually see.

Modern sealed-beam headlights do a good job of illuminating roadway conditions ahead for approximately 200 feet. Traveling at 50 miles per hour, you need more than 200 feet to bring your car to a complete stop. Exceeding 50 miles per hour at night means "over-driving" your headlights.

When meeting other cars at night, depress your headlight beam until you have passed by the other vehicles. If the other driver does not depress his headlights for you, don't smash him in the eyes with your upper beam because in effect you've got two blind men driving toward each other. Take care of yourself by realizing that you will not see conditions ahead quite as clearly for several seconds afterward—until you are over the effects of glare from his headlights. Also, depress your headlights when following another vehicle. It will reduce the reflection the driver ahead gets from his mirrors.

Headlights have still other uses—Professional drivers use them to signal each other as they meet on roads—one blink is a friendly greeting; two means trouble ahead, such as a minor accident, a detour, etc.;



three or more blinks of the headlights means serious trouble ahead, such as a major accident, children or animals on the road, a bridge out, etc. The driver so warned regulates his speed and alertness accordingly. If a Navy driver began using these signals to help his buddies as they meet on the road, many accidents could be averted.

Hazardous driving conditions — When unusual conditions arise, follow sound practices and avoid trouble:

- If you have to park along the highway for an emergency, pull off the pavement if at all possible. Other-

wise, use flags or flares to warn other drivers that your vehicle is parked on the road. Carry a couple of empty milk cartons in your trunk (the waxed type)—they make excellent temporary flares.

- To avoid skids in starting, turning or stopping on slippery road surfaces, make easy starts and stops and slow down before turning.

- When fog or smoke cuts down visibility, reduce your speed and keep it reduced until you are in the clear again.

- If your right wheels slip off the pavement, ride the shoulder until

you can slow down. Then pick a spot where the shoulder level is even with the pavement level to swing back onto the paved surface.

- Rough roads and gravel roads call for slower speeds. Your tires have less traction on such roads, which means you have to start, turn and stop more slowly.

Pedestrians and bike riders — Take it easy when you see people walking along the road, and when you see children riding bicycles. They can get in your way unexpectedly, but often they cannot move out of your way fast enough. You have to judge each situation for yourself—but be sure to allow an extra margin for the mistakes of pedestrians and bike riders.

Competent Driving — When you drive like a real expert, people can see the difference. Among the ways they spot you as an expert driver are the following:

- You have a business-like and alert posture at the wheel.

- You handle the car controls easily and smoothly.

- You use the brakes infrequently because you “play” the traffic lights, keep a safe distance from the vehicle ahead, and act in advance on all the clues that show you what others are likely to do.

- You are constantly aware of the position of your own car in relation to other traffic, especially on streets without marked lanes. You check your mirrors frequently so that you know how things are going behind.

- You time your arrival at intersections and other locations where you cross or merge with other traffic, so as to fit in where the traffic gaps occur. This makes it easy and smooth for you and others to keep moving.

- You position your vehicle in the correct lane in advance of all right and left turns. Doing this along with signaling for your turns keeps everyone informed as to what you intend to do.

- You never make emergency stops (an emergency stop is the next thing to a collision and indicates you were not on the ball).

- You practice courtesy on the highway, giving other drivers and pedestrians the same breaks you would like if you were in their shoes.

When you follow these simple, basic rules, your vehicle—month in and month out—continues to look like one that is driven by an expert.—T. J. Biddle, Safety Division, OIR.

This Navy Ship Has to Cope with Downtown Traffic, Too

Every ship in the Navy has problems. But perhaps one of the strangest problems is that faced by the all-enlisted crew of YOG 90. The thorn in their side is traffic, automobile traffic.

It seems that each day as the men pilot their small 174-foot vessel up and down the St. John's River to NAS Jacksonville, the ship must pass under the numerous draw bridges leading into downtown Jacksonville.

Tricky cross currents and a tight schedule which call for the 90 to pass under these bridges at off-hours demand some fancy navigation by her skipper, Chief Quartermaster Horace J. Mackey, USN.

Mackey and his crew must maintain a tight schedule. Let the ship

be only a few minutes late in a run, and local traffic is tied up.

One other chief, Winfred A. Hodges, ENC, USN, shares the responsibility of running the ship with Mackey. The remainder of the crew consists of six petty officers and seven non-rated men.

The ever-present threat of fire or explosion also faces the crew on their regular run from the Trout River fuel depot to NAS Jax., where the ship off-loads its 275,000 gallons of aviation gasoline for the many planes at the air station as well as the aircraft aboard carriers.

Despite the traffic problem, YOG 90 keeps shuttling back and forth, one of many small ships in today's Navy doing her job without fanfare.



ALL-ENLISTED crew of YOG-90 prepares to maneuver vessel through a draw bridge and under a lift bridge leading into downtown Jacksonville.



Hong Kong Holiday

HONG KONG, long known as the "Pearl of the Orient," holds many attractions for visiting sailors.

Situated at the mouth of the Pearl River, the island is popular with sightseers—with its ancient homes, picturesque buildings, quaint souvenir shops and its streets jammed with people of all nationalities.

Here, sailors will see late model American and British autos sharing the roads with rickshas, and ancient Chinese junks standing out in contrast to modern warships.

Upper left: Sailor gazes at Chinese junks in the harbor. *Upper right:* Tiger Balm Gardens, with its bizarre scenery, attracts group of sailors. *Right center:* Navymen from *uss Bairoko* (CVE 115) stop to talk with children and vendors. *Lower right:* Two sailors from *uss New Jersey* (BB 62) photograph parts of Tiger Balm. *Lower left:* Visitors from Hong Kong crowd around battleship during "open house."—L. Gaylord, JO3, USN, and David Strickler, JO3, USN.





RADAR ANTENNA on shipboard gun mount is just one example of electronics equipment being used in today's Navy.

NEL Puts Electrons to Work for Navy

HISTORIANS may differ as to whether World War II was the last war of the old order, or a new type of war. One thing is certain. That war could not have been won without the aid of electronic equipments and systems. And electronics today plays an even more vital role in our national defense.

During the past decade electronic equipment has continued to grow more important each day. Modern-day navies would be at a loss without such gear as radar, sonar and complete fire control installations.

That's why the Navy Electronics Laboratory (NEL) has such an important part in the job of keeping the Navy supplied with the latest and best equipment in the field of electronics.

Nearly all of NEL's work is classified. The general public and even a large segment of the Navy hears little about its accomplishments. But products of the laboratory are continually making a difference in battle tactics and helping in the long-range

developments which alter grand strategy.

During World War II the lab convinced skeptics that this new-fangled equipment they were testing was of real value when they installed FM sonar for the first time on the *USS Tunny* (SS 282).

On one experimental voyage *Tunny* penetrated a Japanese minefield and brought back the location of 220 mines.

This was unheard of prior to that time and sonar has since proved a lifesaver for the submarine service.

This example could be duplicated in many different fields of naval activity, for NEL's research reaches out in many directions — delicate mechanisms that are essential to much of the electrical equipment you use in your ship or naval aircraft, guided missiles, guns, communications, and so on.

You'll find NEL's expert touch has had something to do with your work on the ship's bridge, in CIC, in the

radio shack, in the engineering and ordnance departments.

Scientific activity at NEL's birthplace, Pt. Loma, Calif. goes back to 1906 when the Navy established a tiny radio station near the tip of a promontory in sight of San Diego. It wasn't until 1 Jan 1940, however, that the Navy Radio and Sound Laboratory was established on the point.

The first NRSL building was occupied on 21 August of that year, and on 6 Jun 1941 the Bureau of Ships directed the Laboratory to provide space and facilities for the University of California Division of War Research, a facility of the National Defense Research Council.

Early in 1945 BuShips established its plan for postwar operation of the lab, and in November 1945 the establishment began taking over work which had been assigned to the University group.

Everything at NEL is devoted to one main objective — making electronics useful to the fleet. It's a big

What Is Electronics?

One of the most overworked and least understood words in use today is "electronics." Test the man next to you and see if he can give you a workable definition which checks with the one stated below.

Electronics includes in a broad sense all electrical phenomena, for all electric conduction involves electronics. The common interpretation of the term at present, however, includes only the process of conduction of electricity through vacuum by electrons alone, or through a gas by electrons and ions.

Electronics is defined in a dic-

tionary of electrical terms as "that branch of science and technology which relates to the conduction of electricity through gases or in vacuo" and by a standard dictionary as "that branch of physics which treats of the emission, behavior and the effects of electrons, particularly in vacuum tubes, photoelectric cells and the like."

Very briefly, then, electronics is the science of freeing electrons from their native habitat, the atom, of harnessing them and applying them to the many uses which manifest themselves in television, radio, radar, and sonar, among others.

job, and getting bigger all the time.

You may have passed by the Navy Electronics Laboratory grounds a dozen times without really seeing it. Most of its larger buildings are atop outer Pt. Loma, a few hundred yards above warships passing in and out of San Diego harbor. Oceanographic research laboratories, barracks for the Navy men attached to NEL, and docks for the lab's small ocean-going flotilla are clustered there too.

Not all of NEL's activities are on Pt. Loma. Some of the lab's work is done on lonely desert stations in Arizona and on San Clemente Island, Calif. Still others of its experiments are carried on in the forest-shaded seclusion of Lake Pend Oreille, Idaho. NEL scientists have penetrated the Arctic and Antarctic oceans, shared in atomic bomb developments and ranged the globe in quest of knowledge relating to electronics.

Seapower has always been global, but the battles of Nelson's time (and even of World War II) were fought within relatively limited areas. Now task force commanders must be prepared for weapon ranges of hundreds or even thousands of miles, with far greater elements of speed, surprise and destructiveness than those which caused so much damage at Pearl Harbor.

Electronics came into its own in an era of expanding battle fields.

At sea electronics is used to detect and locate enemies, to communicate within a ship and between ships, planes and shore stations. Technicians use electronic equipment to gather, present, and analyze information at lightning speeds. Elec-

tronic gear controls machinery, helps new men to learn their battle station assignments, and by means of complicated "nerve and motor" networks, a commander-in-chief can coordinate large numbers of vessels and planes moving at high speeds over vast areas.

NEL ELECTRONICS TECHNICIAN shows BMC the proper way to adjust receiver sensitivity of QBH sonar console. At left is the 'A-scan' indicator.



Inputs at NEL are raw materials, money, services, experience and knowledge. From these flow out data, interpretations and predictions, specifications, methods, techniques, equipment, systems and training devices.

Navy personnel also fit into the NEL story, but not in masses. There are only 23 officers and 77 enlisted men within the establishment. These hand-picked few work in close cooperation with the scientists. Altogether the staff—civilians and Navy men—numbers about 1400.

Most of the enlisted men are electronic technicians, sonarmen, communication technicians, boatsman's mates, gunner's mates and engine-men.

A few take care of NEL's smaller craft, but the majority are scattered among the many divergent scientific projects now under way.

If there is one thing characteristic of everybody's attitude at NEL it is team-work. Work patterns fall into certain basic fields, so the various divisions are organized to permit most efficient attack upon those areas.



NAVYMEN take part in electronics drill on board USS PC 592, pointing up importance of NEL's work in developing, improving electronics devices.

Each individual profession or trade has its pride of workmanship, its vital portion of common responsibility.

Ashore or afloat, laboratory tasks are grouped in common-sense divisions: Research, Development, Systems and Human Factors.

- *Research* has a two-fold duty. Researchers conduct theoretical and experimental investigations involving physical laws and principles in the broad fields applicable to the assigned problems of the laboratory. They also furnish consulting services as authorized by the Bureau of Ships, to which NEL is directly responsible for all it does.

Research specialists are assigned to oceanography, atmospheric studies, special studies, and marine noises. (Sound in the sea is much

more important 'than most laymen realize, and it is one of the toughest problems a scientist has to solve.)

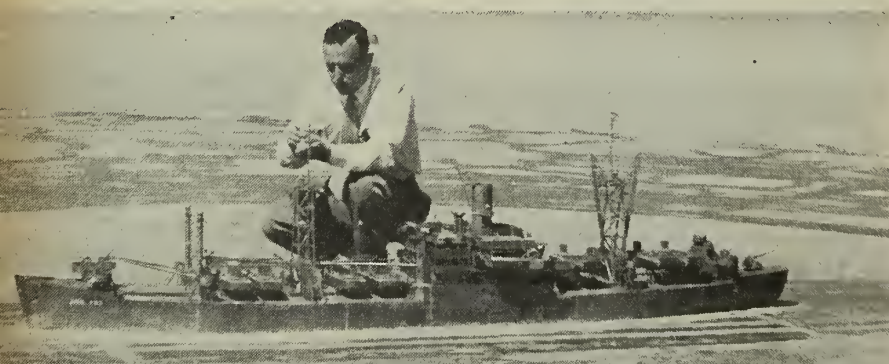
- Making "hardware" out of theories is the job of those in *Development*. From plans and ideas they must assemble the necessary information to put out a working model.

- Once developed, equipments and systems still must be fitted into complete systems aboard ships. Integrating this new equipment is the job of those assigned to *Systems*.

- Since all of the gear requires a human hand somewhere in the picture, NEL's *Human Factors* division is busy untangling problems created by the clash of human personality with the mechanical inflexibility of the machines.

NEL's achievements include one

MODELS of fleet-type ships are used at NEL to check antenna system. NEL has one of the finest model ranges for antenna and communication studies.



of the finest model ranges in existence for antenna and communication studies. During World War II, specialists found that failures in reception and transmission on many Navy ships was caused largely by radio "traffic jams" in the atmosphere above the ships. Interference grew so bad that sometimes ships within sight of each other could not establish radio communications.

Experiments at several universities had previously shown that miniature radio waves could be sent and received with scale models ashore under certain test conditions. This knowledge, and the Navy's urgent need led to the construction on Pt. Loma of the model range with scaled ships and scaled frequencies.

Soon there was a growing fleet of model vessels cruising on a circular "ocean" of lead and chicken wire.

The data obtained by use of these model ships and antennas eliminated the need for tying up real fleet units and their crews, thus saving thousands of dollars and countless man hours.

The range has twice been improved and NEL scientists can now meet the needs not only of operational ships, but can plan ahead for warships still on the drawing boards.

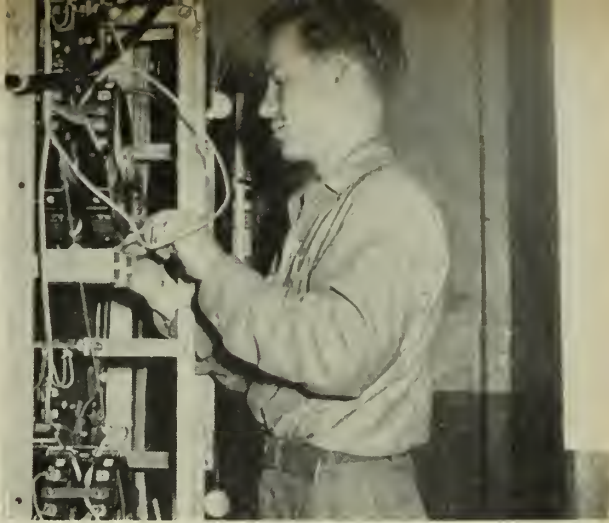
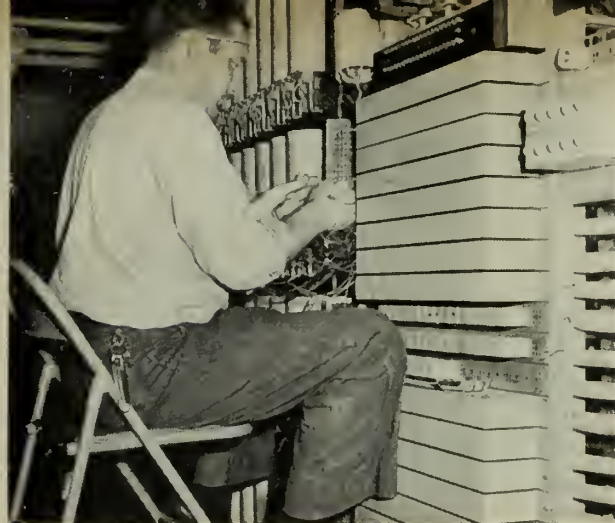
Among other studies at NEL are those utilizing the laboratory's 22,000,000 electron-volt betatron. The betatron enables researchers to study photographs made through materials such as steel up to 24 inches in thickness. With this instrument are grouped equipment for high pressure tests, radiographic and spectrographic research and even the study of sea ice growth in Arctic and Antarctic waters.

The Navy has been doing its share with guided missiles, particularly those to be launched from seagoing platforms.

NEL has helped to devise the electronic controls and systems needed to make this guided ordnance equipment efficient at great distances.

The laboratory also has on hand a full program of anti-submarine and pro-submarine warfare problems. It is considering new aspects of mine warfare and late developments in nuclear experimentation.

NEL's is a never-ending program, one which goes on quietly and efficiently. Like many other jobs being done in the Navy, it's 4.0.



Seabees Do It Again

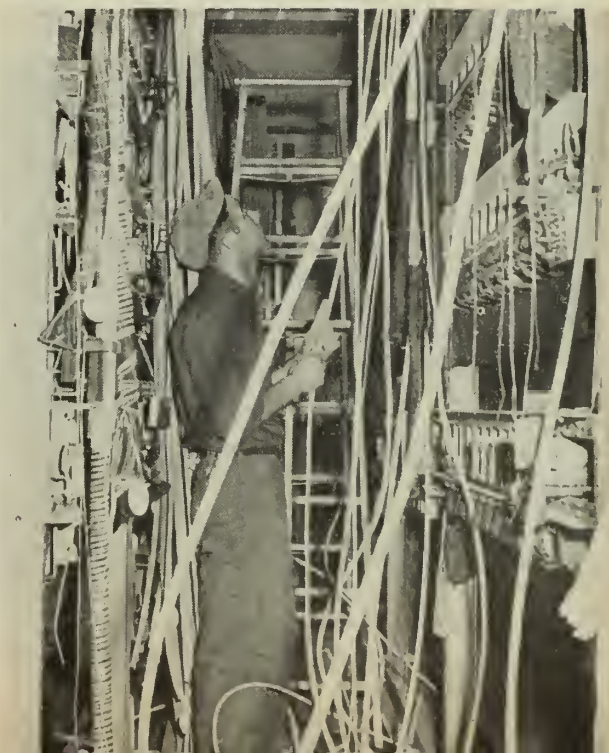
TAKE 116 large-size cases containing a few thousand miles of wire, hundreds of tubes, assorted electrical gear. Mix thoroughly, add six Seabee construction electricians—and you have a telephone exchange.

The exchange in question was installed at U. S. Naval Air Facility, Port Lyautey, French Morocco. It has a capacity of 600 lines and includes special equipment for crash and interference circuits, fire reporting, testing and information service.

The six Seabees who suddenly found themselves thrust into the highly specialized job were without any previous training. But they did the job in eight weeks. After three weeks of trouble-shooting, they cleared up the inevitable "bugs"—shorts, opens, grounds, reversals, crosses, split pairs and a variety of other troubles which appeared to be electrical but actually were mechanical.

Now in full operation, the telephone exchange is quite ready to give rapid communication service with the best of them.

Seabees work on telephone exchange: *Upper left:* C. J. McAnnally, CE3, usn, wires multiple connecting block. *Upper right:* P. C. Whitney, CE3, usn, makes electrical connections at main power panel. *Right center:* R. M. Allen, CE3, usn, and R. J. Bergeron, CE2, usn, assemble main distribution frame. *Lower right:* Let's see now, where does this one go? *Lower left:* McAnnally, Allen and G. E. Burns, CE3, usn, install cables.—By Hubert H. Wheeler, CEC, usn; photos by Leonard Fisher, CELC, usnr.



NEWS OF OTHER NAVIES

In this section **ALL HANDS** continues its report of news items of interest concerning navies of other nations.

★ ★ ★

GREAT BRITAIN—An old ship with a new job, HMS *Ladybird* has returned to Hong Kong after nearly three years' service in the Korean theater.

United Nations sailors entering Sasebo harbor for the first time have gazed in disbelief at the ship which resembles a 19th Century Mississippi River showboat, minus the paddle wheels.

Despite her appearance and antiquated facilities, this matron of the China coast, HMS *Lady-bird*, served as floating headquarters for the Royal Navy Flag Officer, Second in Command, Far East Station. Aboard her, staff officers planned and executed Korean west coast naval surface and air operations as part of the United Nations Blockading and Escort Force.

The 22-year-old ship has had a colorful career. Once she fought off Chinese pirates while sailing the Yangtze as a trading ship in the early 1930's. Again, the 295-foot wooden ship was set afire by rebelling Malayan crewmen. On several occasions during World War II, while serving as a floating evacuation hospital, *Lady-bird* was attacked by Japanese bombers and machine-gunned by enemy fighter planes.

Relieving *Ladybird* in Sasebo is HMS *Tyne*, a modern headquarters ship with spacious offices for the British staff and the latest repair facilities for Royal Navy and Commonwealth combatant ships.

★ ★ ★

AUSTRALIA—A light fleet aircraft carrier capable of carrying and operating jet aircraft is scheduled to join the Royal Australian Navy the latter part of 1954.

The carrier, HMAS *Melbourne*, presently being built in Great Britain, is of the *Hercules*-class. Owing to modifications in design and construction, delivery of *Melbourne* to the R.A.N. has been delayed until next year.

The aircraft that will be operated from the carrier



BRITISH vessel, HMS *Ladybird*, with colorful 22-year record, recently completed long tour of duty in Korea.

will be *Sea Venom* turbo-jet fighter planes and *Gannet* turbo-propeller anti-submarine planes.

The *Sea Venom* is a two-seater day-and-night all-weather aircraft of high speed and with a fast rate of climb.

The new *Gannet* has a double Mamba turbine engine which drives two propellers. This plane has a wide cruising range which can be increased by cutting off one engine. It is fitted with modern radio and radar equipment and weapons necessary to enable it to hunt and destroy submarines.

Unlike present R.A.N. anti-submarine aircraft, it will carry three men instead of two—a pilot, an observer and a crewman who will act as "telegraphist" and also operate some of the equipment. Forty *Gannets* have been ordered from Great Britain; 30 of these will arrive in Australia in 1955.



PLOTTING ALONG—C. W. Algood, RD3, USN, and Cho Sung Dall, second class radarman, ROKN, study schematic diagram. Right: Turkish Navymen employ skills in plotting room of *Gemlik* during Mediterranean maneuvers.

• CANADA—Although HMCS *Athabaskan*, Canadian destroyer serving in the Far East may not be adding to her collection of battle honors right now, she's earning a substantial poundage of U.S. Navy ice cream.

Rescuing water-logged flyers and swapping them for ice cream started last February when *Athabaskan* returned a jet pilot to the aircraft carrier USS *Philippine Sea* (CVA 47) after he had crashed off the Korean east coast. The carrier offered the Canadian warship 185 pounds of ice cream, an amount equal to the weight of the pilot. However *Athabaskan* had to leave immediately and was unable to collect the reward.

Then again last August *Athabaskan* was acting as plane guard for USS *Point Cruz* (CVE 119) when a helicopter from the carrier crashed dumping three men into the sea.

Athabaskan went immediately to the rescue and fished the three flyers out of the water. On board the Canadian destroyer, amateur weight-guessers estimated the weight of the three rescued men (not counting flying clothing and salt water) at 515 pounds. But before the Canadians could collect, *Athabaskan* again had to leave.

However, her crewmen aren't worried—they have been promised by U. S. Navymen that the account will be paid in full—with accrued interest.

★ ★ ★

PERU—A swift new attack submarine, *Tiburon* ("Shark"), has joined the Navy of the Republic of Peru. *Tiburon* is one of two modern attack submarines built at Groton, Conn., for the South American republic. A sister sub, *Lobo* ("Sea Wolf"), is scheduled to be launched in January.

A picked crew of Peruvian submariners manned the new sub as it slid down the ways. They had previously taken courses at the New London Submarine School to brush up on the latest techniques of undersea warfare, and put in several months becoming familiar with their new vessels—inside and out.

The vessels themselves incorporate streamlining and the snorkel plus other modern features developed in the submarine during and after World War II.

In charge of the final construction phases in the U.S. was the Peruvian Navy's veteran submariner, Commander Federico Salmon, acting as Inspector-in-Charge. Three years ago, Commander Salmon led a contingent of four submarines which sailed to the yard for overhaul. The 10,000-mile round-trip from Callao to Groton was made without incident—pointing up the technical skill, maintenance ability and seamanship of the Peruvian submariners.

★ ★ ★

TURKEY—The Turkish Navy has commissioned a new naval base at Iskenderun. Built with U. S. funds and the technical assistance of BuDocks engineers, the base, located on the Turkish southern coast, is complete with repair shops, a new 800-foot timber pier, 1400-foot concrete pier and a floating drydock capable of handling mine sweepers, mine layers and other small craft.

The new base is built along the lines of the advance bases constructed by the U. S. during World War II at Guam, Saipan and elsewhere in the Pacific.

A Turkish "boot camp" capable of handling 5000 men is also part of the training facilities.

Iskenderun has an excellent natural harbor and is surrounded by high mountains thus forming an ideal "redoubt." It is linked with other strategic Turkish bases by railroads and roads.

★ ★ ★

THE ROYAL NAVY has launched HMS *Salisbury*, the first in a new class of frigates, at the Royal Naval Dockyard, Devonport, England.

Classed as an "aircraft direction frigate" the new ship has an over-all length of 340 feet and a 40-ft. beam. Powerful radar equipment will enable her to fulfill her prime mission of giving early warning of the approach of hostile aircraft and directing fighters to their targets.



GOING DOWN—Appetites are good aboard Thailand frigate HMTS *Prasae*, element of UN fleet in Korea. Right: Tests by HMS *Reclaim* show operation of underwater television camera developed by the British Navy.

LETTERS TO THE EDITOR

Report and Proceed Time

SIR: I have a question which office debate can not clarify. Article C-5318 (5) BuPers Manual states that an enlisted man traveling under permanent change of duty orders with leave, travel and proceed time authorized en route, has until midnight of the reporting date in which to report and that the individual is not reporting from leave but is reporting for duty after being granted a delay to count as leave.

Is the day of reporting, regardless of the arrival time, charged as a day of travel in order to compute the total number of days leave, travel and proceed time taken, or should it be considered a day of duty?—B. B. W., PNSN, USN.

• The example given in Article C-5318(4) BuPers Manual may be broken down as follows:

1 August ... Detached (day of duty)
2 through 16 August ... Leave, 15 days
17 through 20 August

Proceed time, 4 days
21 through 23 August

Travel time, 3 days

Thus, the 23rd day of August, regardless of the arrival time, is a day of travel.—Ed.

Draftsman Duty and Training

SIR: There are two questions I would like to get answered. (1) Is there a Navy training course for the draftsman rating? (2) Does a draftsman have to request a ship for sea duty or can he request that he be ordered to a Seabee unit at CBC Davisville, R. I., or CBC Port Huene, Calif.?—J. C. H., DM2, USN.

• Here's the straight dope: (1) Draftsman 3 (Navy Training Course) is nearly completed and will soon go to the printers. It will probably be available about next July. As for Draftsman 2, it is half completed and will be available in about 18 months according to the present schedule.

(2) Yes, a draftsman may request sea duty with a Seabee unit at Davisville, R. I., or Port Huene, Calif. Upon completion of a normal tour of shore duty, draftsmen, like all other ratings, are reported "available" to BuPers. Each is then given the opportunity to express his preference for his next duty station. BuPers transmits this duty preference to the Fleet Commander when assigning the man to sea.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Advancement of Waves

SIR: I have taken the exam for YN3 twice and have passed both times, but I have not been advanced because of quota limitations. I would like to know if Wave personnel compete with enlisted men for advancement in rate.—G. K., YNSN, USN.

• For advancement in rating, Waves compete on a service-wide basis with the enlisted men in the Navy. Advancements are determined by the final multiple standing of all personnel in each rating who competed for advancement.—Ed.

Info on NPDI

SIR: I would like some information on NPDI (non-performance of duty because of imprisonment). There seems to be some confusion at the retraining commands.

I have received a number of men from retraining commands and in computing their longevity, I have always deducted their time at the retraining command in computation of time for pay purposes. But on the leave page of the individual's record the retraining command states all time spent there as "NPDI."

I understand that NPDI is only time lost while in custody of civil authorities or confined under general court-martial sentence. In other words, I don't think time spent in a retraining command, other than by a general court-martial order, is lost time for computing longevity.—A. F. F., PN3, USN.

• You are correct in regard to computing time spent in a retraining command for longevity purposes.

Non-performance of duty (confinement) is defined as absence in excess of 24 consecutive hours while in confinement awaiting trial (and during trial) which results in conviction and sentence by GCM to confinement and to a total loss of pay and allowances.

A period of absence in excess of 24 consecutive hours while in the custody of civil authorities is also considered NPDI unless the member is acquitted or released without trial and without making restitution or reparation.—Ed.

Registering with Draft Boards

SIR: I will be getting out of the Navy next summer and have heard I will have to register with the draft board when I get out. Is this true and if so, what ages are affected. I am 24 years old.—G. B., SO2, USNR.

• If you have not reached the age of 26 on or before 30 Aug 1948 you will be required to report to your local Selective Service Board, for registration, within 30 days from the date of your separation. If you were registered with the Selective Service System but were called to active duty because you were a member of a Reserve organization or the National Guard, you will likewise be required to notify your local Board of your release or discharge from active duty. In either case you should get in touch with your Board promptly in order that you may receive a revised Selective Service classification.

For example, if you are honorably discharged and still of draft age (under 26) you may be placed in Class 1-C (Discharged). If you are transferred from active duty to membership in a civilian reserve component you may be placed in Class 1-C (Reserves). But if you were in service before 24 Jun 1948 and have completed the military service required of such persons (that is, at least 90 days of active duty between 7 Dec 1941 and 2 Sep 45; or at least 12 months of active duty between 16 Sep 40 and 24 Jun 48; or three full years of active duty since 24 Jun 48) you would be placed in Class 4-A (Exempt).—Ed.

Allotments and BAQ

SIR: Some of us have heard that there is a possibility of suspending the allotments of married seamen and third class POs as was done in 1949. This suspension gave these men a choice of either receiving a dependency discharge or remaining in the service. Could you give us the scoop?—C.G.D., YNSN, USN.

• The Dependents Assistance Act of 1950 has been extended so as to continue in effect until 1 Jul 1955. At that time the provisions and conditions as to pay and allowances will revert to the basic principles of the Career Compensation Act of 1949 unless, of course, Congress makes further changes in the basic act.

The Career Compensation Act does not provide allowances for dependents of members in pay grades E-1, E-2, or E-3 (or E-4 with less than 7 years' service). Also, a dependent parent must reside with the member of the Navy in order for the Navyman to receive a BAQ for a parent.—Ed.

Retirement in Highest Grade

SIR: According to my figuring I will have completed the time required for transfer to the retired list about 11 Mar 1954. (This time includes 26 years of active duty and four years in the Fleet Reserve). If my figures are right I should then be eligible to be advanced to the highest grade in which I served satisfactorily under a temporary appointment prior to 30 Jun 1946. Am I correct? If so, is there any action required on my part in connection with such retirement?—M. T. McM., HMC, USN-FR.

• Your record indicates you will complete 30 years' active and inactive service for retirement purposes on 8 Mar 1954. Therefore you will be retired automatically on 1 Apr 1954. Subsequent to retirement a determination will be made by the Secretary of the Navy as to the highest rank in which you served satisfactorily and you will be advanced on the retired list to this rank effective from date of retirement. No action is necessary on your part in accomplishing this advancement on the retired list.—Ed.

Hoisting and Lowering the Colors

SIR: Can you help me settle an argument? I am presently attached to a shore station and have noticed the morning colors ceremony several times. It appears to me as though the ceremony is not being performed correctly, but perhaps I am in error.

It has always been my impression that colors when hoisted, are done so in a spritful sort of a way to denote something cheerful and pleasing. When they are lowered, they are done so more slowly. I don't know where I picked up the idea but (now don't laugh), I look upon morning colors as something happy, another day, another good ol' American day. It's a joyful event and the colors are hoisted spritfully. However, lowering colors seems to me to be a sad event. The day is over. The events that took place that day are past and colors will not be seen again until the following day — therefore, the colors are lowered slowly. Are there any reasons for my thinking this way, or am I entirely wrong? I have checked Navy Regs and BuPers Manual, but cannot seem to find any information that would help settle the argument.—F. S. T., YN1, USN.

• You've got the spirit of the ceremony. Public Law 829 of the 77th Congress (the Flag Code) states, "The flag should be hoisted briskly and lowered ceremoniously."

Here are the basic regulations on the ceremonies observed at colors at shore activities and on board ships in commission: The guard of the day and the band are present, if available. At morning colors, "Attention" is sounded on the bugle. This is followed by the

playing of the National Anthem by the band, at the beginning of which the ensign is started up and hoisted smartly to the peak or truck. All personnel face the ensign and render the salute required. The salute terminates with the sounding of "Carry On." The same ceremonies are observed at sunset, the ensign being started from the peak or truck at the beginning of the National Anthem and the lowering so regulated as to be completed at the sounding of the last note.—Ed.

EMs Applying for OCS

SIR: In a previous issue of ALL HANDS you printed information to the effect that USAFI would not continue the 2CX test after 1 Jan 1954. Can you tell me how this will affect the present OCS program as regards enlisted men on active duty in the Regular Navy who do not meet the educational requirements to apply for this program?—R. P., RM1, USN.

• An enlisted man on active duty in the Regular Navy applying for appointment to the grade of ensign in the Regular Navy under the provisions of BuPers Inst. 1120.7, who has not completed four semesters (two years) of work toward a degree in an accredited college or university, or who has not satisfactorily completed the USAFI Educational Qualification Test 2CX prior to 1 Jan 1954, may still apply for appointment provided he is otherwise qualified, is a high school graduate and attains a GCT or ARI score of at least 60, in addition to passing an officer selection test. The above provisions will be included in BuPers Inst. 1120.7A which will be promulgated at a later date.—Ed.

Photographic Officer's School

SIR: What the requirements for admission to the Class "O" Photographic Officer's School. Are 1105 designators with prior naval photographic training and experience considered? If so, what is the procedure for submitting an application?—G. W. L., ENS, USNR.

• As indicated in NavPers 15795, "List of Navy Schools and Courses," the Class "O" Photographic Officer's School is primarily for the training of aviation personnel. Graduates of this school are assigned to aviation units for duty.

There are no billets for code 1100 officers (including 1105 designators) wherein the training offered at this school could be utilized. Consequently, officers of this category are not being assigned to a course of instruction in the Photographic Officer's School.

Your attention is invited to BuPers Inst 1520.24 which promulgates information concerning courses conducted at the U. S. Naval Photographic Interpretation Center, Naval Receiving Station, Washington, D. C., and the eligibility requirements for those courses.—Ed.

Silver Rating Badges

SIR: Are the blue rating badges with the eagle sewed in silver thread authorized for first, second and third class petty officers?—E. S., SK1, USN.

• Rating badges as you describe with eagle of silver thread are not authorized for first, second and third class petty officers. The only rating badges authorized are those shown in Table 1 of Article 1202 of Navy Uniform Regulations, 1951. Rating badges consisting of silver eagle and specialty mark and scarlet chevrons are authorized for CPOs only.—Ed.



MAKING 'COLORS'—Navymen undergoing training take part in morning colors. 'Flag Code' tells how Ensign should be raised and lowered.



SUB TENDER—USS Orion (AS 18) and nest of submarines take a brief rest in Virgin Island alongside docking facilities made available by local residents.

Waiver of Navy School Requirements

SIR: Would you please enlighten me on the Navy's position in regard to sending a man to school if his GCT/ARI score is slightly below average?

I enlisted in the Navy at the age of 19 and on the first day was given the battery of tests with no advance notice. As luck would have it I definitely was not at my best and consequently scored below par.

I would like to attend JO school but according to all I can find out I cannot retake the tests unless special circumstances can be proved.

What would I have to do either to take the tests over or to go to school with a slightly lower GCT/ARI than is required?—F. L. S., SN, USNR.

• *Journalist school requirements do not call for GCT/ARI tests, as you stated, but rather call for a combined GCT and Clerical Test score of 110. As for retesting, in some instances the Chief of Naval Personnel will consider retesting personnel who fail to meet test score selection criteria; but the lack of qualification alone is not considered an adequate reason. Such items as (a) language handicap, (b) extremely limited educational background or (c) abnormal test pattern, are considered sufficient to warrant a retest, provided there has been an opportunity for improvement of a deficiency.*

It is sometimes possible to attend the school of your choice even though your scores don't meet the minimum requirements. However, in your particular case, the quotas for the Journalist school are very limited, and your chances of being accepted would be extremely small.

Waiver of test score requirements would necessitate approval by the appropriate administrative commander or the Chief of Naval Personnel. If there are only a few points difference between

your score and the minimum requirements and if your commanding officer feels there are other factors sufficient to warrant consideration of you for a specific school, he can recommend you.

A request for waiver should be addressed to the appropriate administrative commander or the Chief of Naval Personnel (Pers B212) and should be supported by a statement of the other qualifications weighted in favor of the candidate. When a waiver is authorized, appropriate entry must be made in the service record prior to transfer.

More information on this subject is contained in BuPers Inst. 1510.7.—ED.

Obligation Under UMT & SA

SIR: Under the provisions of the Universal Military Training and Service Act, a reserve obligation is incurred. That is to say, when a man receives an honorable discharge from the Navy, he will be transferred to the Naval Reserve. His time in the Reserves, when added to the period of active duty already completed, will total a period of eight years.

Does this UMT Act include all men serving in the Navy (who have less than eight years' service) no matter when they enlisted or does it affect only those men who enlisted after 19 Jun 1951?—F. R., YN3, USN.

• *The provisions of the Universal Military Training and Service Act, as amended (eight years' military obligation), apply only to initial enlistments entered into after 19 Jun 1951 by male personnel who were under 26 years of age at the time of enlistment. If your initial enlistment was before 19 Jun 1951, or if you were 26 years of age or over at the time of such enlistment, you did not assume the eight year military obligation and will be eligible for discharge upon completion of your present enlistment.—ED.*

G.I. Benefits in Fleet Reserve?

SIR: I am a veteran of World War II and Korea with 28 years' service. I intend to go into the Fleet Reserve shortly, which brings up a question.

All the material I have read pertaining to the G.I. Bill of Rights omits any mention of men going into the Fleet Reserve. They make provisions for discharge, release from active duty, etc. What I would like to know is this: will I have to wait until my 30 is up and I get a discharge before becoming eligible for VA benefits or could I take advantage of schooling or "on the job" training while in the Fleet Reserve?—R. L. S., RMC, USN.

• *The term "eligible veteran" means any person who is not in the active service of the armed forces and, (a) has served in the active services of the armed forces at any time during the period of 16 Sep 1940 and 25 Jul 1947 and/or during the period 27 Jun 1950 and ending on a date yet to be determined by the President or the Congress, (b) has been discharged or released from such service under conditions other than dishonorable and, (c) has served on active duty for 90 days unless discharged sooner for a service-connected disability.*

Membership in the Fleet Reserve does not, in itself, disqualify an individual from receiving the benefits available to veterans through current legislation. Persons transferred to the Fleet Reserve are veterans, as such, and entitled to the many benefits made available by veterans' legislation the same as any other veteran.

Persons transferred to the Fleet Reserve are released to inactive duty on the date of such transfer unless an order to the contrary has been received. When released to inactive duty you will receive a "Report of Separation from the Armed Forces of the United States" (DD Form 214) which document, in itself, is evidence of "Discharge or Release" and does constitute the separation requirement for entitlement to veterans' benefits. Your inactive Fleet Reserve status does not prohibit you from taking advantage of the benefits afforded by current veterans' legislation. However, in event you receive orders retaining you on active duty when you are transferred to the Fleet Reserve, you will have to wait until your release or retirement before you may take advantage of the benefits of veterans' legislation.

Persons now being released to inactive duty and transferred to the Fleet Reserve may be eligible for the benefits of both World War II and the Korean G.I. Bills. The important thing to remember is the deadline for making application for initiating these veterans' benefits.

Since you may be eligible for on-job training under both the Servicemen's

Readjustment Act of 1944, as amended (World War II G.I. Bill) and the Veterans' Readjustment Assistance Act of 1952 (Korean G.I. Bill), you should contact your local Veterans Administration office at the time of your transfer to the Fleet Reserve and talk over your dual eligibility with them before making any educational plans for the future.—Ed. magazine.—Ed.

Education under Korean G.I. Bill

SIR: I intend to go to college (full-time) upon discharge and feel that the \$110.00 a month I would receive under the Korean G.I. Bill would not completely meet my expenses. Can you tell me if it would be possible to work part time without having the earned amount deducted from the \$110.00 a month?—A. J. B., PN3, USN.

• The \$110.00 is paid to veterans without dependents by the Veterans Administration to cover the expenses of tuition, books and others costs. You may make as much money as you can in outside employment. Your VA allowance is not affected by such additional income.—Ed.

Peacoats, Navy and Civilian

SIR: Uniform Regulations states "Retired Personnel, not on active duty are prohibited from wearing the uniform with non-military activities." Also, it states in part, the peacoat "... shall have a row of four 50-line black foul anchor buttons down each forefront." The conclusion is made then that the peacoat is part of the Navy uniform and that the uniform cannot be worn by a civilian.

Yet, here in Salt Lake City a coat outwardly looking exactly like the Navy peacoat, including the black foul anchor buttons, is being sold by one of the better known stores for civilian wear.

We wonder, here, if we are interpreting the Regulations correctly. If we are wrong in our conclusions then the black foul anchor button is not a distinctive part of the uniform.

We would appreciate your comments to clarify the matter. E. W., YNS1, USNR.

• You are correct—according to the interpretation of the Judge Advocate General, unless the distinctive Navy black foul anchor buttons are replaced with non-distinctive buttons, the peacoat is a distinctive article of uniform and not authorized for sale or wear by civilians.

It is suggested you bring the matter to the attention of your commanding officer, or other local military authority, who can probably get the matter rectified easily on the spot, either by informing the merchant of the violation (which presumably is done in ignorance) or by taking it up with civilian authorities.—Ed.

'Real' and 'Personal' Property Taxes

SIR: My temporary residence is in the state of Massachusetts, and I own property there. However, my permanent residence is in New York State. My question is: Can I be taxed for the property I own in Massachusetts while being an official resident of New York State?—E. R., MEC, USN.

• First of all, you must distinguish between types of 'property' that is, 'real' property and 'personal' property. Real property is real estate such as a house, farm, or a piece of land. Personal property is either 'tangible' or 'intangible.' Tangible personal property includes such items as furniture or household effects, jewelry, an automobile, etc., while intangible personal property includes bonds, notes or other evidence of debt, demands and claims, or money.

Let's take real property first. State and local taxes on real property are due and must be paid to the jurisdiction where that property is located. So, if you have a home or other real estate in one State but have legal domicile in another you will still have to pay the tax on that property to the State in which it is located.

Now for personal property. Under the provisions of section 514 of the Soldiers' and Sailors' Civil Relief Act of 1940, as amended, a member of the armed forces who is legally resident, or domiciled, in one State and living in any other State solely by reason of duty orders, is not liable to the State in which he is so living, nor to its counties and cities for personal property taxes, either tangible or intangible.

Your automobile is tangible personal property and if you have New York license tags on it, you will not be required to pay Massachusetts personal property tax on it or for Massachusetts license tags. However, if you do not have New York State license tags, Massachusetts may require that you procure Massachusetts license tags and pay such State and local charges that may be imposed in connection with the procurement of them. You will, of course, be liable to the State of New York in accordance with its laws and regulations pertaining to persons legally resident or domiciled in the State even though you may be physically located outside the State.—Ed.

Computing Retired Pay

SIR: BuPers Inst. 1823.1, para 5b (2), states, in part, "a fractional year of 6 months or more may be counted as a full year for the purpose of computing years of active Federal Service for transfer and basic pay." Does this mean that a CPO with 21 years, six months service would be placed on the Fleet Reserve rolls with the retainer pay of \$159.76?—C. F. McC., SKC, USN.

• A fractional year of six months or more counts as a full year only in computing the number of years to determine the 2½ per cent multiple and does not count as a full year toward the commencement of a new longevity period. On the basis of the information given in your letter, entitlement to retainer pay would be computed as 2½ times 22 times \$275.18 (basic pay for over 18 years but less than 22 years service), or \$151.35 per month retainer pay.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Barton (DD 722)—The fifth reunion of the World War II crew of this ship is scheduled for May 1954 in Washington, D. C. All hands who have served in Barton are urged to attend. Inquiries may be directed to F. M. Shore, Jr., 9915 Dickens Ave., Bethesda 14, Md.

• USS South Dakota Veterans' Assn. of WW I—The 33rd annual reunion of the World War I crew will be held April 3 in the Monte Cristo Hotel, Everett, Washington. For details, contact Carl Haggland, 2519 N.E. 59th Ave., Portland 13, Ore.

• Firefighters of the Navy, Coast Guard and Marine Corps—The 8th annual meeting of this association will be held July 15, 16 and 17, in the

American Legion hall, Third and E Streets, N.W., Washington, D. C. For further information, address W. E. Garges, 10 Blackhawk Drive, Forest Heights, Md., or Wm. J. Mignery, 2353 N. College St., Indianapolis, Ind.

• Commanding Officers, Destroyer Escorts—The fifth annual dinner for DE commanding officers will be held at the New York Yacht Club, New York, N. Y., on 8 Apr 1954. Contact Frank M. Donohue, 41 East 51st St., New York 22, N. Y., for details.

• NAS Bermuda—All personnel stationed at NAS Bermuda, from time of commissioning until end of war who are interested in a reunion, the time and place to be decided, contact R. F. J. Williams, Jr., 819 West Noble, Oklahoma City, Okla.

• USS Holt (DE 706)—Any former member who served in this ship from commissioning to de-commissioning and is interested in holding a reunion at a time and place to be announced, please contact W. J. Morgan, Route 4, Box 116, Greensboro, N. C.



TANKS A LOT AND SO LONG—USS Douglas A. Munro (DDE 422) pulls briskly away from USS Agawam (AOG 6) as fueling at sea exercises are completed.

Dolphin Designation

SIR: A question has come up which we would like you to clear up for us. If a man has qualified in submarines and carries the designation of (SS) behind his rate and is transferred to BuPers shore duty and was not physically or temperamentally disqualified, how long is he eligible to wear the dolphins and carry the designation of (SS) behind his rate? If he enlists in another branch of the armed forces is he still eligible to wear the submarine dolphins? How about divers and flight crew insignia?—G. R. D., EN2 (SS), USN.

• In accordance with BuPers Manual, Article C-7404, a man who has qualified for submarine duty and is subsequently detached from duty in submarines is considered to retain his qualifications.

If he is subsequently found not qualified, his qualification is revoked and entry to that effect is made in his service record. He is entitled to wear the submarine insignia as long as he remains qualified.

Similar regulations apply in general to the other insignia you mention, that is, they may be worn by the individual while he is so qualified or until the right to wear the insignia has been specifically revoked. If a man enlisted in another branch of the Armed Forces, the wearing of naval insignia would be governed by the uniform regulations of that branch of service.—Ed.

Saluting When Not in Uniform

SIR: What is the regulation on the captain of a ship saluting while uncovered in civilian clothes? I have noticed the Captain saluting while in civilian clothes. We were taught in re-

cruit training that a Navyman never saluted while uncovered.—L. L. N., MR2, USN.

• Seniors in civilian dress, when recognized by a junior, should be saluted on all occasions when a salute is in order. If covered, the senior returns the salute, and if uncovered, he will not return the salute unless failure to return it would cause embarrassment to all concerned. If uncovered, the senior usually acknowledges the salute with a nod of the head and a word of greeting. It is the senior's prerogative to decide whether any embarrassment would result from his not returning the salute.—Ed.

Purpose of Porpoise in Sub Insignia

SIR: I have been asked on several occasions why the dolphin is used as the submarine insignia and I have never been able to come up with a "good" answer. Can you help me out?—W. A. R., HMC (SS), USN.

• Dolphins, or porpoises, are the traditional attendants to Poseidon, mythical Greek god of the sea (later called Neptune by the Romans) and patron deity of sailors. Dolphins are symbolic of the calm sea. They are sometimes called the "sailors' friend," probably because of their friendly, curious behavior when they play in formation alongside the bow of a ship.



Submarine Insignia

Bureau files do not have historical data about how the submarine insignia was actually worked up, but the dolphins on the insignia are there to symbolize the mythical benevolence of Poseidon (or Neptune) toward ships and sailors.—Ed.

Merchant Marine Officers in Navy

SIR: Having read the latest schedule of release dates for officers (BuPers Inst. 1926.1 of 17 April), and also your article on the subject, I fail to find a category that suits me.

I am a merchant marine officer on active duty. My designator is 1108. I assume that I would fall under category "h," and be subject to release after 21 months' active duty. Please correct me if I am wrong.

Somewhere I have heard that merchant marine officers may be released after 18 months of active duty, at their request. Is there any truth to this?—E. G. C., ENS, USNR.

• Since your status is not described in any of the special categories listed in paragraph 5 of BuPers Inst. 1926.1A, the provisions of paragraph 5 apply and you may anticipate release from active duty upon completion of 24 months' continuous active service. This is computed from your date of reporting to first duty station in compliance with orders to active service, and in your case, is about 6 Apr 1955.

It is not the practice to release officers prior to the expiration of obligated service, except when circumstances warrant early release. A request for release predicated on a hardship situation is considered on the merit of the case and the needs of the service.—Ed.

Trailer for a Sailor

SIR: I am wondering if it is possible for a veteran to make a loan under the G.I. Bill to purchase a trailer home. I am under the impression that this would be similar to a home loan. Am I right?—J. N., SO2, USN.

• The Veterans Administration does not generally guarantee a loan to purchase a trailer solely for purposes of housing. This is due to the fact that the VA cannot justify the low value cost of the trailer for living quarters to obtain a legal claim on such quarters for payment of the loan.

The VA may guarantee a loan for the purchase of a trailer if an applicant can justify it as a business loan. In order to obtain such a G.I. loan, a veteran would have to prove that the trailer is essential to his business.

In the event a veteran obtains such a loan, the amount and repayment time must be established between the applicant and the lending agency, such as a bank, etc.

In any case, Navy men should remember that it is not possible for them to obtain any G.I. loan, for home or for business, unless they can present to the Veterans Administration a discharge certificate or acceptable notice of separation from active service. In order words, you must have been discharged or on inactive duty some time after completing the active service qualifying you for G.I. home or business loan benefits.—Ed.

No Third Fleet Ribbon

SIR: During World War II, I served with the 3rd Fleet and recall that we were presented with a special ribbon for duty between 1944-46. As I recall it looked something like the Navy Unit Commendation. However, since coming back into the Navy I've been unable to find anyone who knows anything about it at all. Can you give me the information on who is entitled to wear it and just what it is?—R. T., GMSN, USN.

• There was such a ribbon, known as the "Third Fleet Ribbon," but it was unofficially devised and issued to the men of the Third Fleet during World War II. It is not authorized or recognized by the Navy Department for issuance to personnel serving in the Third Fleet at any time. The activities of such personnel are recognized by the Asiatic-Pacific Campaign Medal and appropriate battle stars.—Ed.

Retirement for Temporary Officers

SIR: Can you clarify the situation concerning the retirement of temporary officers with less than 30 years' service? Everything I've been able to find makes specific reference only to U. S. Navy Regular officers.

I would also like to know what would happen to a LT (temporary) with 20 years' service, 11 years commissioned, who fails twice for selection to LCDR?—E. L., LT, USN.

• Temporary officers with permanent enlisted status may request reversion to permanent warrant or enlisted status or request termination of their appointment and transfer to the Fleet Reserve upon the completion of 20 years' active service.

A Navy LT with 20 years' active service and permanent enlisted status who fails twice for selection to LCDR, under the Officer Personnel Act of 1947, could

revert and request transfer to the Fleet Reserve or continue on active duty in his enlisted status.

At the present time, however, in view of the seriousness of the international situation, requests for reversion or termination and transfer to the Fleet Reserve are being held in abeyance unless there is a clear showing that such action is necessary to avoid dire personal hardship. This policy is also followed in retirements of regular commissioned permanent officers with less than 30 years' service. (See AINav 83-50)—Ed.

Standby While on Leave

SIR: I have always been under the impression that naval personnel were granted 30 days' leave a year and while on leave they were relieved of all duties. The regulations at the base where I am on duty require that a man on leave supply a standby for any duties he might have during the time he is on leave. Is this correct?—C. A. L., TE2, USN.

• There are no rules governing a standby for a Navyman on leave. However, a man going on leave should check the watch list and then consult with his Division Officer concerning a standby. Some commands revise the list and furnish a standby while others do not. It depends upon the command to which you are attached.—Ed.

Bluejacket Correspondence Course

SIR: Does the Navy put out a correspondence course on the Bluejackets Manual?—W. O. C., HM1, USN.

• Yes. To take the course, submit a request on form NavPers 977 via your Commanding Officer to the U. S. Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y. The NavPers number for the course is 91205.—Ed.

Fire Fighter Assistant

SIR: Can you tell me just who is entitled to wear the distinguishing mark of "Fire Fighter Assistant?"—H. R. S., ABAN, USN.



Fire Fighter Assistant

• Article C-7412, BuPers Manual outlines in full those enlisted personnel who qualify. Briefly it is this: any rate except damage controlman is eligible. To qualify, personnel are required to take a test covering subjects relating to fire fighting. Successful completion of the examination then qualifies a person to wear the distinguishing mark.—Ed.

Transfer from Line Supply

SIR: Are there any provisions currently in effect whereby an officer of the line of the Naval Reserve on active duty might transfer to the Supply Corps?—J. R., ENS, USNR.

• You may request a change of designator to 3105 by writing to the Chief of Naval Personnel. The request should set forth in some detail your educational background and civilian experience. The comparable qualifications of the applicant for duty in both present and proposed designator are considered, as well as the respective needs for officers in the two designators.

Minimum standards for transfer to the Supply Corps are a bachelor's degree in either economics, business administration or a similar field, and a total military and/or civilian experience in Supply Corps functions as follows: ENS, 2 years; LTJG, 4 years. Present BuSandA policy is that no changes will be effected for active duty reserve officers above the rank of LTJG. It is further desired that applicants have at least 30 months' obligated service remaining prior to consideration for a change.—Ed.

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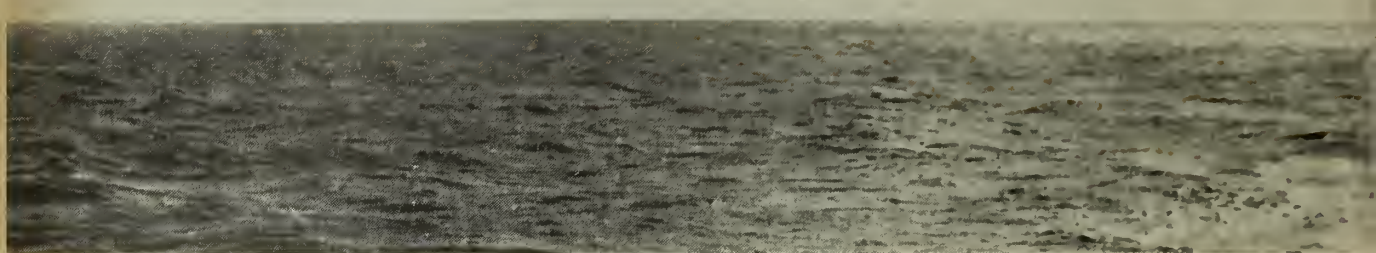
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Making 'Road Maps' for the High Seas

ONE day in October 1870, the supply ship *USS Saginaw*, one of several combination steam-sail ships in the Navy at that time, departed from Midway Island bound for the U. S. The captain of *Saginaw* planned to sail westward to within sighting distance of a small isle, Ocean Island, and then head around for San Francisco.

No sooner had the ship arrived in the vicinity of Ocean Island when she suddenly ran aground on an uncharted coral reef. It wasn't long before the jagged coral broke through the hull and ocean water flooded the engineroom. *Saginaw* was soon beyond all help.

Although there was no loss of life, *Saginaw* sailors found themselves stranded on the tiny Pacific island and with no means of communication.

Luckily, the *Saginaw* story had a happy ending. The crew fitted out the captain's gig with sails and four men were selected to attempt to reach the Sandwich (now known as Hawaiian) Islands. When the four men reached the islands, a ship was sent out to Ocean Island and rescued the shipwrecked sailors.

But all of this probably wouldn't have happened if the skipper of *Saginaw* had had one of today's accurate nautical charts. Marked on today's charts are symbols to tell the navigator where every coral reef is located, how deep the surrounding water is and how best to avoid these dangers.

The reef symbol is just one of more than 250 types of symbols now in use on U. S. nautical charts.

These charts are the "road maps" of the high seas. Every chart shows a whole variety of important "road signs," such as underwater and above water hazards, land masses and aids to navigation. For a look at some of the symbols and abbreviations now used on U. S. nautical charts (most of which are in general agreement with those used by other nations) turn the page.

The production of U. S. nautical charts—a chart is a vital item in any naval operation—is a very important function of two government agencies, the Navy's Hydrographic Office and the U. S. Coast and Geodetic Survey in the Department of Commerce. Working hand in hand, these two agencies provide our mariners with some of the finest and most accurate charts in the world.

The Coast and Geodetic Survey makes surveys and charts the coastal waters and inland seaways of the U. S., conducts tide and current studies and maintains inland geodetic "control data."

The Navy Hydrographic Office, located in Suitland,

Md., just outside the nation's capital, surveys and charts the navigable waters of the remainder of the world.

One or more of the eight surveying ships in the Navy is always at work charting seas and coasts where some day a Navy force might have to be sent.

Incidentally, there is yet another agency whose operation is a big help to the Navy mariner. This is the Coast Guard, one of whose functions is to maintain the extensive aid to navigation systems (light, radiobeacons, fog signals, buoys and daymarks) that dot this nation's coastlines and inland seaways.

Getting back to the charts, these cartographic masterpieces didn't just come into being overnight. Each is the result of extensive surveys, the compilation of vast amounts of information from many sources, checked and double checked for the ultimate in accuracy.

Once the material is collected and verified, much of it can then be put onto a chart in the form of symbols and abbreviations. These chart symbols weren't "invented." They came into use gradually as the need arose.

The symbols are the "shorthand" of the chart maker. Each symbol represents some nautical feature which would be difficult to represent graphically in a normal manner.

The main requirements of a symbol are that it should have a similarity in shape to the thing it represents, that it be large enough to be distinct and yet not so large as to replace or obscure other vital information.

Before a chart is prepared, extensive field work usually takes place. Here are some of the methods used in this "field work":

- **Topography**—This is the land survey, accomplished to determine shore forms and contours, elevations and depressions and the geographic positions of all landmarks—all vital piloting aids. The theodolite, plane table, level and transit are the usual instruments used in topographic surveying. Since the development of radar, charts must now show topographic features and other navigational aids which will appear on the radar scope.

- **Photogrammetry**—This is the art of obtaining reliable measurements by means of photography. It is quicker and cheaper than ordinary ground topography. The Navy's T-11 aerial cartographic camera is used for this type photography.

- **Hydrographic surveying**—This consists essentially of locating and measuring a sufficient number of water

depths to make possible an accurate delineation of the sea bottom. Vertical depths are measured with the fathometer, leadline and wire drag. Depth positions are determined by the Electronic Position Indicator, shoran, loran and the sextant.

After the field work is completed, pages and pages of paper work pass over the specialists' desks before the finished product is ready.

In addition to the constant flow of information coming into Hydro and Coast and Geodetic from teams at work in the field, other sources provide helpful facts too.

For example, nautical charts produced in foreign countries are good sources of information. They are used to supplement information already on hand. No one source is ever considered final. All charts made by Navy Hydro are checked against every possible nautical chart and publication to eliminate the chance of error.

Other good information comes from merchant ships and U. S. Navy vessels. For naval vessels, it is a duty to report information that might be helpful.

Article 0755 of *Navy Regulations* states that reports of this type should include any important hydrographic and aeronautic information not found in current hydrographic publications, any immediate danger to shipping or aircraft, a deficiency to an aid to navigation, or discovery of a shoal, or danger to navigation not marked on the chart.

If the Navy ship is in the vicinity of suspected shoals or other dangers to navigation, if duties and circumstances permit, it should make a careful survey and construct charts locating the shoals and dangers and supplementing the information available.

Another—and biggest—source of information is the "Notice to Mariners." This is a pamphlet published regularly by hydrographic offices of many nations.

When this new information reaches Navy Hydro, it is thoroughly checked. Once verified, the information is then sent out either in weekly U. S. "Notice to Mariners" published by Hydro, or, if the information is of immediate importance to navigators, it is broadcast by radio.

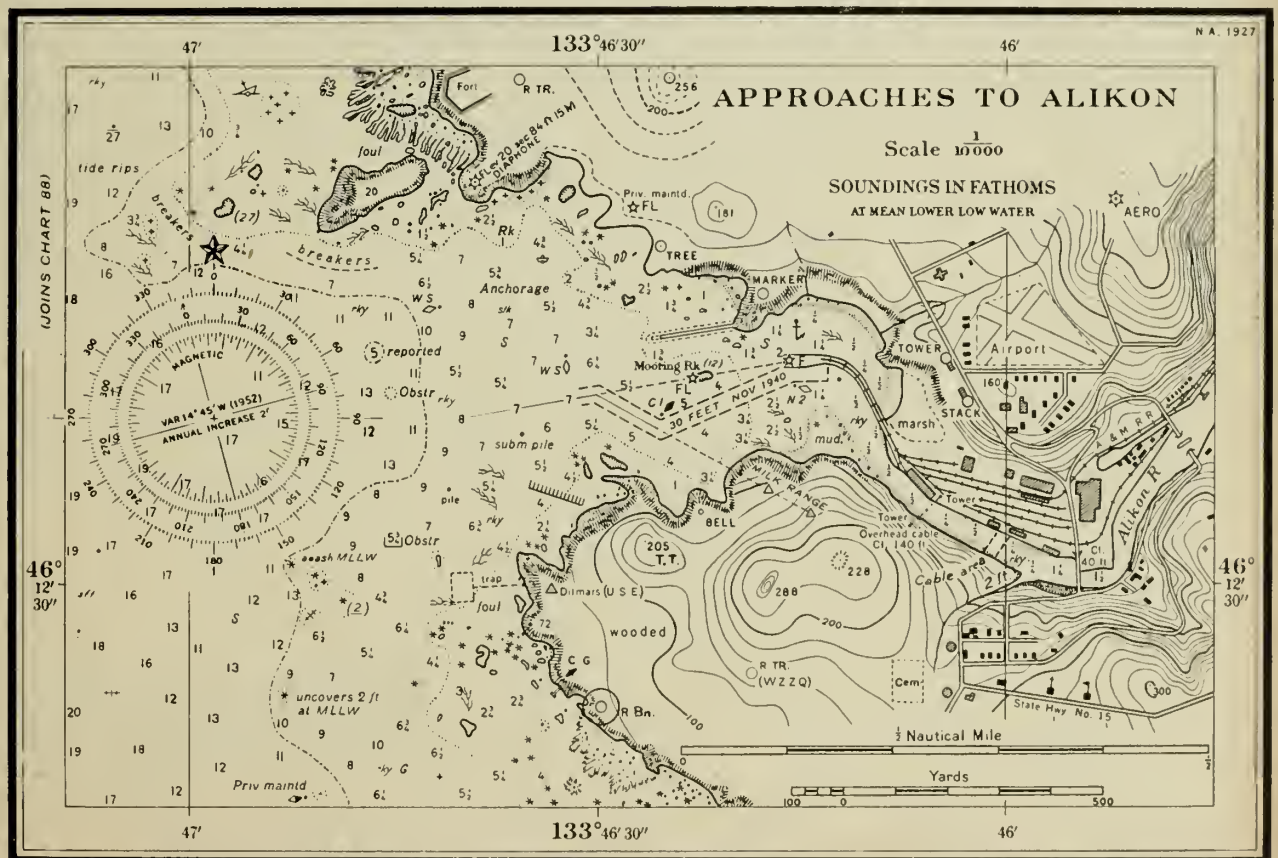
Most countries have a system of broadcasting urgent navigational information by radio. The messages are given various names by their originators. Those issued by Navy Hydro at Washington, covering Atlantic areas are known as *Hydrolants*. Those originating from the Branch Hydrographic Office at Honolulu, T. H., covering Pacific areas, are called *Hydropacs*.

The weekly "Notice to Mariners" published in Washington contains information on changes in buoys, markers and other chart designations that have taken place.

These changes—newly discovered hazards and new aids to navigation—are incorporated in new charts or in a change to charts presently in use.

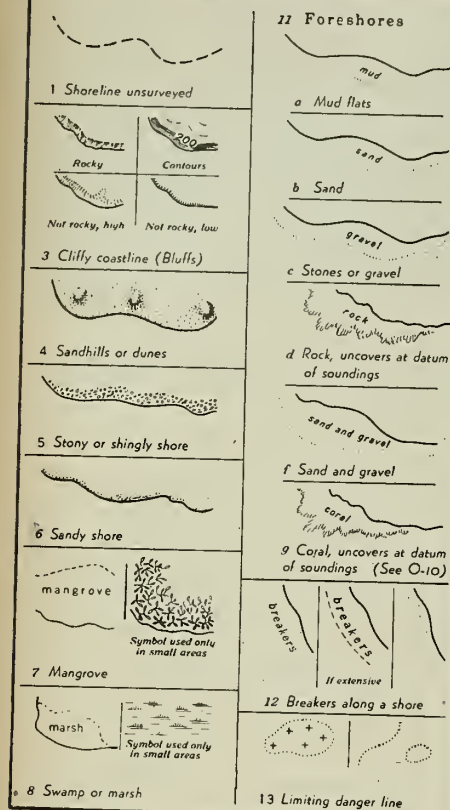
The work of the Navy Hydrographic Office and the Coast and Geodetic Survey and Coast Guard is a continuous proposition. A chart, once completed, is not "good forever." Changes in hydrography, topography, tides, currents, the earth's magnetic force—all these factors mean more studies, more figures and more charts.

As long as there's an ocean, there will be charts. And men from Navy Hydrographic Office and the Coast and Geodetic Survey will still be on the job with new charts for merchant and naval mariners.



EXAMPLE OF SYMBOLS—Hypothetical chart (not an actual area) demonstrates use of standard symbols. See pp. 32-35.

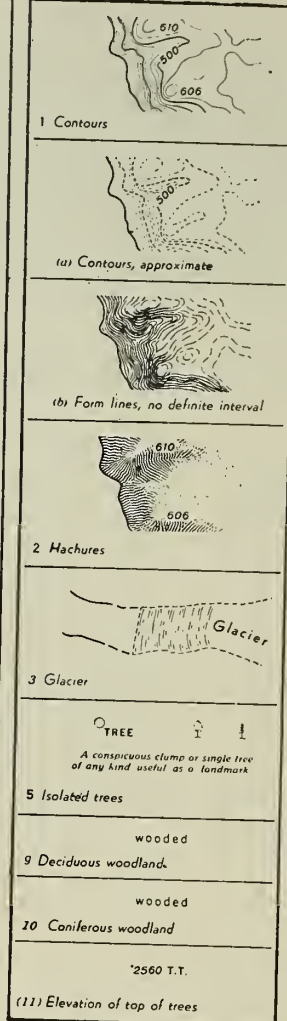
A. The Coastline



B. Coast Features

1	G.	Gulf
2	B.	Bay
(2a)	B.	Bayou
3	Fd.	Fjord
4	L.	Loch, Lough, Lake
5	Cr.	Creek
(5a)	C.	Cove
6	In.	Inlet
7	Str.	Strait
8	Sd.	Sound
9	Pass.	Passage, Pass
10	Chan.	Channel
11	Entr.	Entrance
12	Mth.	Mouth
13	Rds.	Roads, Roadstead
14	Arch.	Archipelago
15	Hbr.	Harbor
16	P.	Port
(17a)	P.	Pond
18	I.	Island
19	Isl.	Islet
20	Arch.	Archipelago
21	Pen.	Peninsula
22	C.	Cape
23	Prom.	Promontory
24	Hd.	Head
25	Pl.	Point
26	Mt.	Mountain
27	Rge.	Range
28	Pk.	Peak
29	Vol.	Volcano
30	Bld.	Boulder
(31)	Str.	Stream
(32)	R.	River
(33)	Slu.	Slough
(34)	Lag.	Lagoon
(35)	Thoru.	Thoriolane

C. The Land



D. Control Points

1	Δ	Triangulation point (station)
2	○	Fixed point
3	256	Summit of height (Peak) (when not a landmark)
(a)	256	Peak, accentuated by contours
(b)	256	Peak, accentuated by hachures
(c)	256	Peak, when elevation has not been determined
(d)	256	Peak, when a landmark
4	⊕	Obs. Spot Observation spot
5	B.M.	Bench mark
6	○	See View View point
(9)	Astro.	Astronomical
(10)	Tri.	Triangulation
(11)	C. of E.	Corps of Engineers
(12)		
(13)		

SYMBOLS AND FOR NAU

The standard symbols and abbreviations for nautical charts published by the United States Hydrographic Office

G. Harbors

1	⚓	Anch.	Anchorage, large vessels (see No. P.12)
2	⚓	Anch.	Anchorage, small vessels
3		Hbr.	Harbor
6		Bkw.	breakwater
8			jetty (partly below M.H.W.)
(8a)			jetty (small scale)
9		Pier	pier
11			groin (partly below M.H.W.)
12		Anch. prohib.	Anchorage prohibited
13			spoil ground
14			fish traps (actual shape charted)
(14a)		Fsh. stk.	fishing stakes when dangerous
16		Ldg.	landing place
18		Whf.	wharf
21		Dol.	dolphin
26		Quar.	Quarantine
29		Cus. Ho.	Customhouse
33		B. Hbr.	Boat Harbor
35			dock
36			dry dock (actual shape shown on large scale charts)
37			floating dock (actual shape shown on large scale charts)
39			patent slip (marine railway)
(39a)		Ramp	ramp
40			lock (point upstream)
45		Obsy.	Observatory
(46)			
(47)			

E. Units

1	hr.	hour	7	ft.
2	m., min.	minute	8	fm.
3	sec.	second	9	M.
4	m.	meter	11	kn.
5	km.	kilometer	12	lat.
6	in.	inch	13	

Symbols and abbreviations are numbered in accordance with the International Hydrographic Bureau of 1939. Vertical abbreviation is in accordance with the I. H. B. standard from those of the I. H. B., or which do not appear on the figures in parentheses indicate that this is in addition to those shown on

ABBREVIATIONS L CHARTS

have been approved for use on nau-
merica are reproduced on these pages.

Topography

	Roads in open country
	Roads on small scale charts
	Rds. (Rds.)
	k, footpath, or trail
	M & N W Ry or tramway
	Ry above
	Ry below
	way (single or double track)
	way (Ry.) Railroad (R.R.)
	OVERHEAD CABLE CL 140 FT TOWER
	Overhead cable (OVHD CAB)
	Over transmission line
	River or Stream
	Intermittent stream
	Lake (L)
	Canal (See No. A.8)
	Ditch Sluice
	Canal or ditch (point upstream)
	Bridge (fixed) (BR)
	Bridge, in general
	16 Swing bridge, that can be opened
	17 Pontoon bridge, that can be opened
	(17a) Lift bridge
	(b) Bascule bridge, that can be opened
	19 Ferry (Fy)
	21 Dam
	(25) Levee
	(26) Lava flow
	(27) Log boom
	(28) Submerged piling, piling, stumps, and snags
	(29) Tunnel (railroad or road)
	(30) Viaduct

14	long.	longitude
17	cor.	correction
(18)	alt.	altitude
(19)	ht.	height
(20)		
(21)		
(22)		

Standard form proposed by the
indicate that the symbol or
or abbreviations which differ
are indicated by slant figures.
or abbreviation
dard.

February 1954

I.

Buildings

When the buildings are prominent, they may be shown by landmark symbol with descriptive note. (See L-63.) The landmark symbol is used to indicate positions of objects when accurately determined.

1		City or town (large scale)	35	O _{MON}	Monument
		City or town (small scale)	36	O _{CUP}	Cupola
(1a)		City or town (small scale)	37	elev.	elevation
3		Vil. Village	40		Ruins
4		Cas. Castle	41	O _{TR}	Tower
		Ho. House	42	O	Windmill
5		Ho. House	44	O _{CHY}	Chimney
8		Ch. Church	46		Oil tank
10		Temple	47		Fcty. Factory
12		Mosque	(56)	O _{GAB}	Gable
13		Minaret	(57)		Sch. School
14		Pag. Pagoda	(58)		H.S. High School
16		Mony. Monastery	(59)		Univ. University
18		Cem. Cemetery	(60)		Inst. Institute
19		Ft. Fort (actual shape charted)	(61)		Co. Company
		Airplane landing field	(62)		Corp. Corporation
23		Airport (large scale)	(63)		Cap. Capitol
24		Small scale	(64)		Courthouse
(24a)		Airport (military)	(65)		Cath. Cathedral
(24b)		Airport (civil)	(66)		Bldg. Building
26		First St. Street	(67)		Pav. Pavilion
27		Tel. Telegraph	(68)		Ltd. Limited
29		P.O. Post Office	(69)		Apt. Apartment
30		Govt. Government	(70)		T. Telephone
32		Hosp. Hospital	(71)		
34		Magz. Magazine	(72)		

F.

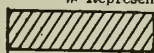
Adjectives

and other abbreviations			
1	gt.	great	(23) estab. established
3	lrg.	large	(24) exper experimental
4	sml.	small	(25) discontd. discontinued
7	mid.	middle	(26) fl flood
9	anc.	ancient	(27) mod. moderate
12	conspic.	conspicuous	(28) maintd. maintained
16	dist.	distant	(29) elec. electric
17	abt.	about	(30) priv. private, privately
(19)	aband.	abandoned	(31) prom. prominent
(20)	extr.	extreme	(32) std. standard
(21)	concr.	concrete	(33) subm. submerged
(22)	bet.	between	(34) approx. approximate
			(35) cor. corner
			(36) CL. clearance
			(37) No. number
			(38) Ave. avenue
			(39) Hy. highway
			(40) explos. explosive
			(41) Blvd. boulevard
			(42)
			(43)
			(44)
			(45)
			(46)

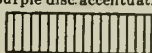
Continued on pages 34 and 35

Legend

* Represents purple disc accentuating lighted aids



Lt. Blue (Solid)



Green



Lt. Blue (Diagonal lines)

J. Miscellaneous Stations

2	Sta.	Station
3	C.G.	Coast Guard (similar to L.S.S.)
(3a)	C.G. WALLIS SANDS	When the building is a landmark
6	L.S.	Lifesaving station (See J-3)
7	Rkt. Sta.	Rocket station
8	PIL. STA.	Pilot station
9	Sig. Sta.	Signal station
10	Sem.	Semaphore
19	FS.	Flagstaff
(20)	W B SIG STA	Weather Bureau signal station
(21)	FP.	Flagpole
(22)	F. TR.	Flag tower
(23)	LOOK TR.	Lookout tower
(24)	S'PIPE	Standpipe
(25)	BELL	On land
(26)		
(27)		

K. Lights

1	*	Position of light	31	Rot.	Rotating
2	LI.	Light	(39)	m.; min	minutes
3	LH.	Lighthouse	(40)	sec.	seconds
4	AERO	Aeronautical light	44		visible
5	*	Lighted beacon	44a	M.	nautical mile
6	*	Lightship	47	Gp.	group
7	*	Lighted buoy	49	SEC	sector
10	REF	Reflector	61	Vi.	violet
		Private light	63	Bu.	blue
(17)	Priv maintd	(maintained by private interests; to be used with caution)	64	G.	green
21	F	Fixed	65	Or.	orange
22	Occ	Occulting	66	R.	red
23	Fl	Flashing	67	W.	white
24	Qk Fl	Quick flashing	(67a)	Am.	amber
(24a)	1 Qk	Interrupted quick	68	OBSC	obscured
26	Alt	Alternating	69	(U)	unwatched
27	Gp Occ	Group occulting	70	Occas	occasional
28	Gp Fl	Group flashing	71	Irreg	irregular
(28a)	S-L	Short - long	73	Temp	temporary
29	F Fl	Fixed and flashing	80	Vert.	vertical
30	F Gp Fl	Fixed and group flashing	81	Hor.	horizontal
			(82)	D.	destroyed
			(82a)	Exting.	extinguished
			(83)	V.B.	vertical beam
			(84)	Exper.	experimental
			(85)	RGE	range
			(86)	AERO	aeronautical

SYMBOLS AND ABBREVIATION

L.

Buoys and Beacons

On entering a channel from seaward, buoys on starboard side are red with even numbers on port side black with odd numbers. Lights on buoys on starboard side of channel are red or white, on port side white or green. Mid-channel buoys have black and white vertical stripes. Obstruction buoys are green, or have red and black horizontal bands. This system does not always apply to foreign waters. The dot of the buoy symbol, and the small circle of the light vessel and mooring buoy symbols and the center of the beacon symbol indicate their positions.

1	.	Position of buoy	24	Quar	Quarantine buoy
2	*	Lighted buoy	(27)	BW	Fish trap buoy (W & B H B)
3	BELL	Bell buoy	(28)		Anchorage buoy
(3a)	GONG	Gong buoy	(29)	Priv. maintd.	Maintained by private interests, to be used with caution
4	WHIS	Whistle buoy	31	H. B.	Horizontal bands
5	C	Can buoy	32	V. S	Vertical stripes
6	N	Nun buoy	33	Chec.	checkered
7	SP	Spherical buoy	41	W.	white
8	S	Spar buoy	42	B.	black
(Hw)		Checked buoy	43	R.	red
12	*	Lightship	44	Y.	yellow
14	BW	Fairway buoy (B. & W. V.S.) (Mid-Channel)	45	G.	green
18	RB RB	Junction buoy (R. & B. H.B.)	(46)	Br.	brown
19	RB RB	Isolated danger buoy (R. & B. H.B.)	(47)	Gy.	gray
20	RB G	Wreck or obstruction buoy (R. & B. H.B.) or (G.)	(48)	T.B.	temporary buoy
22		Mooring buoy	52	ΔRW ΔW ΔR ΔB	Unlighted beacon (Daybeacon)
			(52a)	MARKER	Private aid to navigation
			53	Bn	Beacon (See L-52)
			63		Landmark
			(63a)		Landmark, position approx.
			(64)	REF	Reflector
			(65)	SP	Special purpose buoy

Note: Buoy and beacon symbols with topmarks may be shown on charts of foreign waters.

M. Radio and Radar Stations

1	R. Sta.	Radio station
2	R.T.	Radio telephone
3	R. Bn.	Radiobeacon
Purple	R. D. F.	Radio direction finder station
7	R. TR.	Radio tower
9	R. MAST	Radio mast
(9a)	R. TR. (WEAF)	Commercial broadcast
10	Ra.	Coast radar station
Purple	Ra.	Coast radar station
11	Ra.	Coast radar station
12	Racon	Radar responder beacon
(13)	Ra. Ref.	Radar reflector
(14)	Ra. (conspic.)	Radar conspicuous object
(15)	Ramk.	Ramark

N. Fog Signals

1	Fog Sig.	Fog signal station
6	SUB-BELL	Submarine fog bell (mechanical)
7	SUB-OSC.	Submarine oscillator
8	NAUTO.	Nauphone
9	DIA.	Diaphone
11	SIREN	Fog siren
12	HORN	Fog trumpet
13	HORN	Fog horn
14	BELL	Fog bell
15	WHIS.	Fog whistle
16	REED	Reed horn
17	GONG	Gong
(18)	D. F. S.	Distance finding station
(19)	GUN	Fog gun
(20)		

Q. Soundings

2		No bottom sounding
27		Dredged channels (controlling depth may be shown in separate note)
5	30 FEET MAY 1939	
9		Swept areas (shown by green tint) (not yet covered by sufficient hydrographic surveys to show adequate soundings)
(9a)		Areas swept by wire drag to depth indicated
(12)	19	Soundings taken from older surveys or smaller scale charts
(16)		Stream
(17)		Soundings on reefs that uncover
(18)		

R. Depth Contours & Tints

Feet	Fathoms	
0	0	
6	1	
12	2	
18	3	
24	4	
30	5	
36	6	
60	10	
120	20	
180	30	
240	40	
300	50	
600	100	
1,200	200	
1,800	300	
2,400	400	
3,000	500	
6,000	1,000	
12,000	2,000	
18,000	3,000	
Or 10 fathoms and greater		Or 10 (blue)

R NAUTICAL CHARTS (Continued)

Dangers

	(25)	Rocks which do not cover, with their elevations above M.H.W.
	(2)	Rocks that cover and uncover, with heights in feet above datum of soundings
		When rock of 2 is considered a danger to navigation
		Sunken rock
		When rock of 4a is considered a danger to navigation
	2-Rk	Shoal sounding on isolated rock replaces symbol
	(2) Rk (2) Wk (2) Obstr	Sunken danger with depth cleared by wire drag (Feet or fathoms)
		Coral or rocky reef (below datum of soundings) See A-11g
		Stranded wreck (any portion of hull above datum of soundings)
		Sunken wreck with only masts visible
		Dangerous sunken wreck with less than 10 fathoms of water over it (See 6a)
		A number of sunken wrecks
	(21) Obstr	Obstruction of any kind

	15	Wreck of known depth
	16	Sunken wreck, not dangerous to surface navigation or over which the depth exceeds 10 fathoms
	17	Foul ground
	18	Overfalls or tide rips
	19	Eddies
	20	Kelp, any kind
	21	Bk. bank
	22	Shl. shoal
	23	Rf. reef
	24	Le. ledge
	25	breakers (see A-12)
	27	Obstr. obstruction
	28	Wk. wreck
	(28a)	Wks. wreckage
	33	cov. covers
	34	uncov. uncovers
	35	Rep. reported
	(35a)	Shoal (rep 1945) shoal reported
	36	Discol. discolored
	41	P. A. position approximate
	42	P. D. position doubtful
	43	E. D. existence doubtful
	44	Pos. position
	(46)	
	(47)	

Symbols and abbreviations are numbered in accordance with a standard form proposed by the International Hydrographic Bureau of 1939. Vertical figures indicate that the symbol or abbreviation is in accordance with the I. H. B. standard. Symbols or abbreviations which differ from those of the I. H. B., or do not appear on the standard are indicated by slant figures. Figures in parentheses indicate that the symbol or abbreviation is in addition to those shown on the standard.

P. Various Limits

	1	Leading line (Range line)
	4	Limit of sector
	5	Channel or course recommended
	(5a)	Alternate course
	7	Submarine cable
	8	Submarine pipe line
	9	Maritime limits in general
	10	Limit of fishing zone (fish trap areas bounded by broken lines)
	11	Limit of dumping ground (see Nos. P-9 & C-13)
	12	Anchorage limit
	13	Limit of airport
	16	International boundary (also State boundary)
	18	Ice limits
	(21)	Boundary
	(22)	Boundary monument
	(23)	Reservation line

T. Tides and Currents

	1	H W high water
	(1a)	H H W higher high water
	2	L W low water
	(2a)	L L W lower low water
	3	M.T.L. mean tide level
	4	M.S.L. mean sea level
	6	Sp. spring tide
	7	Np. neap tide
	(8a)	M H W mean high water
	(8b)	M H H W mean higher high water
	(9a)	M L W mean low water
	(9b)	M L L W mean lower low water
	10	I.S.L.W. Indian spring low water
	17	Str. stream
	18	current, general
	19	2 kn flood stream
	20	2 kn ebb stream
	23	vel. velocity
	24	kn. knots
	(25)	Current Diagram, with explanatory note
	(26)	Purple

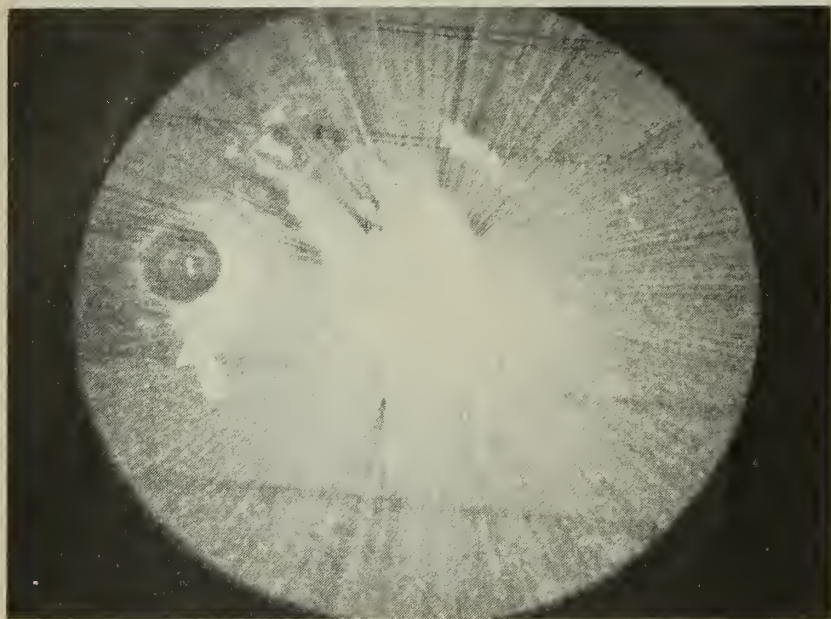
S. Quality of the Bottom

Grd.	ground	19	T.	tufa	44	smf.	small
S.	sand	20	Sc.	scoriae	45	lrg.	large
M.	mud	21	Cn.	cinders	46	stk.	sticky
Oz.	ooze	22	Mn.	manganese	47	brk.	broken
Ml.	mail	23	Sh.	shells	(47a)	rky.	rocky
Cl.	clay	24	Oys.	oysters	50	spk.	speckled
G.	gravel	25	Ms.	mussels	51	gty.	gritty
Sn.	shingle	26	Spg.	sponge	53	fly.	flinty
P.	pebbles	27	Grs.	grass	54	glac.	glacial
St.	stones	28	Wd.	weeds	56	wh.	white
Sp.	specks	32	Fr.	foraminifera	57	bk.	black
Rk.	rock	33	Gl.	globigerina	59	bu.	blue
Bld. (s)	boulder (s)	34	Di.	diatom	60	gn.	green
Gk.	chalk	35	Rd.	radiolaria	61	yl.	yellow
Qz.	quartz	36	Pt.	pteropod	63	rd.	red
Co.	coral	37	Po.	polyzoa	64	br.	brown
Co. Hd.	coral head	39	fne.	fine	66	gy.	gray
Md.	madrepore	40	crs.	coarse	67	lt.	light
Vol. Ash.	volcanic ash	41	sft.	soft	68	dk.	dark
La.	lava	42	hrd.	hard	(69)	Ga.	calcareous
Pm.	pumice	43	stf.	stiff	(70)		

U. Compass

	1	N north
	2	E. east
	3	S. south
	4	W west
	5	NE northeast
	6	SE southeast
	7	SW southwest
	8	NW northwest
	21	brg bearing
	23	mag magnetic
	24	var variation
	(27)	deg degrees
	(28)	dev deviation

TODAY'S NAVY



RADARMEN of USS *Kearsarge* (CVA 33) tracked 'Typhoon Susan' (arrow) and passed news of position, course, speed to weathermen in Hong Kong.

Flattop Turns Typhoon Hunter

Hurricane hunting by Navy aircraft has become routine but *uss Kearsarge* (CVA 33) inadvertently did the planes one better when it turned into an unwilling "Typhoon Hunter."

Kearsarge was on her way to Hong Kong when "Typhoon Susan" was reported in the area. Aircraft weather patrols sent out to trace the storm failed to report back to Hong Kong and the city was at a loss as to what course to follow.

As the carrier moved as quickly as possible out of the path of the raging gale, it traced the typhoon's center and direction by radar. *Kearsarge* maintained radio contact with

Hong Kong, supplying the city with the information that the typhoon would pass within 30 miles, giving them ample time to issue warnings to those in the area.

Her brush with the storm made *Kearsarge* late in reaching Hong Kong.

When she did arrive she was greeted with a royal welcome.

The director of the Royal Observatory, Hong Kong, spoke for the city in a letter of appreciation in which he thanked all concerned for the *Kearsarge* weather reports, stating that "radar fixes of the storm center were of great assistance to us in issuing warnings to the colony during the passage of the typhoon."

Life Saving Seaman

Life saving is getting to be pretty routine for Edward D. Corless, SN, USN, who is stationed on board the destroyer *uss English* (DD 696). Corless has participated in seven rescues at sea in the past two years.

The latest exploit of the young sailor occurred at night when a sailor in the radar picket destroyer *uss Eugene A. Greene* (DDR 711) was thrown into the water by a sudden roll of the ship.

Lookouts on *English* spotted the victim about 200 yards ahead of the ship. When efforts to reach the drowning man with life rings and buoys failed, Corless dived into the choppy sea. An expert swimmer, he reached the nearly exhausted man, took him in tow and held him until the ship could be maneuvered alongside.

Only 10 minutes elapsed from the time "Man overboard" was sounded until he was resting comfortably on board *English*. This made the fourth man whom Corless was credited with having saved personally from drowning, during the seven rescues in which he participated. For his actions Corless has received two Meritorious Masts.

Four New LSDs

Four new names were added to the Navy's roster of ships recently when names for a group of LSDs now under construction were approved.

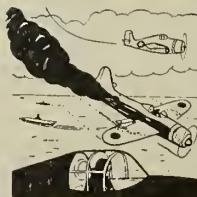
Named for historical spots the new ships will be: *uss Thomaston* (LSD 28); *uss Plymouth Rock* (LSD 29); *uss Fort Snelling* (LSD 30) and *uss Point Defiance* (LSD 31).

Thomaston gets its name from the Maine home of General Henry Knox, first Secretary of War; *Plymouth Rock* is named after the famous New England landmark while *Fort Snelling* derives its name from the original Fort Snelling in Minnesota. *Point Defiance* is named after a region in Washington State, formerly a military reservation.

The new LSDs are of the same general design as earlier types but will be slightly larger and faster.

YESTERDAY'S NAVY

An Act of Congress established Naval Hospitals on 25 Feb 1811. War of 1812 ended with Treaty of Ghent, ratified 17 Feb 1815. Marines and sailors stormed Quallah Battoo, D.E.I., 6 Feb 1832, in punitive expedition against Malaysians who had killed Americans in pepper trade. One of World War II's earliest clashes between Japanese aircraft and U. S. carrier-type planes occurred 21 Feb 1942, near Rabaul, New Britain. Six Marines and pharmacist mate John Bradley raised U.S. flag over Mt. Suribachi, Iwo Jima, February 1945 — creating theme for World War II military art.



Color Guard for Britain's Queen

The Queen of England reviewed for the first time U. S. military forces representing all branches of the U. S. Armed Services during her visit to the Panama Canal Zone.

A color guard and honor guard made up of American soldiers, sailors, marines and air force personnel were inspected by the queen shortly after her arrival in the Canal Zone.

Carl N. Eklund, DC3, and PFC Jack M. Meyers, USMC, represented the Navy and Marine Corps in the color guard while a 31-man platoon from Rodman Naval Station made up one fourth of the honor guard.

Mine Warfare Evaluation Unit

A Mine Warfare Evaluation Detachment has been put into commission at the Naval Base, Key West, Florida.

Designed to develop new mine warfare tactics, evaluate equipment as it comes into being and to determine methods of combating enemy mine warfare, the detachment is the first of its kind in the Navy.

The new outfit comes under Commander Operational Development Force, and represents a major step achieved in the program for improving the Navy's capability in the field of mine warfare.

To aid in the many new projects that will be put into operation by the detachment, Commander Mine Force, Atlantic, has supplied both trained personnel and minecraft to



QUEEN ELIZABETH II reviews honor guard composed of members of the four branches of U. S. armed forces during recent visit to Cristobal, Canal Zone.

assist in performing the assigned tasks and training of additional personnel.

At present, 15 officers and 46 enlisted personnel form the detachment which operates out of Key West.

Down Wind Take-offs?

Carriers of the future will soon be sporting the new steam catapult instead of the current hydraulic type.

Developed by the Royal Navy the steam catapult will have between five and six times as much power as the current hydraulic models, mak-

ing it possible to launch today's high powered jets when the carrier is in a dead calm or even headed downwind.

First of the Navy's carriers to have the steam catapult installed will be the *uss Hancock* (CVA 19). She is due to re-enter active service early this year and will have the new equipment at that time.

Eleven other carriers are slated to get the new catapult in the near future, including the three uncompleted carriers in the *Forrestal* class. The others are: *uss Intrepid* (CVA 11), *uss Ticonderoga* (CVA 14), *uss Lexington* (CVA 16), *uss Bon Homme Richard* (CVA 31), *uss Shangri-La* (CVA 38), *uss Franklin D. Roosevelt* (CVA 42), *uss Coral Sea* (CVA 43) and *uss Midway* (CVA 41).

Crew Builds Recreation Center

The aviation repair ship *uss Chourre* (ARV 1), boasts recreational facilities that have made her the envy of many larger ships serving in the Far East. *Chourre* has a complete library, hobby shop and recreation hall for use by the crew in their off-duty hours. All the facilities were built with salvaged material plus an expenditure of less than \$80 from the ship's Welfare and Recreation Fund.

The recreation hall, decorated by all hands, is equipped with rattan furniture, floor lamps, a magazine reading section and also has stationery for letter writing.



'SCAVENGER SQUAD' REAPS REWARD—Ingenuity and enterprise enable crewmembers of *USS Chourre* (ARV 1) to relax in comfort during off-duty hours.

Navy men Meet Member of Peary's Polar Expedition

A group of U. S. Navy men on duty in the Arctic had the unusual experience of meeting a colorful character out of history.

Crewmen of two U. S. Navy ships on a resupply expedition in the Arctic met an elderly Eskimo who had driven a dog sled for Rear Admiral Robert E. Peary, USN, when the explorer discovered the North Pole.

The unexpected meeting took place last fall when the Navy ice-breaker *USS Atka* (AGB 3) and the landing ship *USS Fort Mandan* (LSD 21) visited Kanak, Greenland, 70 miles north of Thule.

With *Atka's* helicopter scouting ahead, the two ships moved through the maze of icebergs from Thule to Kanak where they assisted the former residents of Thule in establishing a new village. The Greenlanders had moved north in search of the game that had been frightened away by the activity over the Thule air base.

Highlight of the Navy's visit at Kanak was the appearance of Ootah, an Eskimo in his 70s, who had taken part in the trek to the Pole. Ootah was one of the four Eskimos, who with Matthew Henson, took part in the expedition led by Peary when he discovered the Pole on 6 Apr 1909.

After introductions were ex-



OOTAH, Eskimo dog sled driver on Peary's 1909 trip to North Pole, poses for sailors visiting Kanak, Greenland.

changed, Ootah invited the Navy men into his cottage and proudly displayed a medal he had received from the Danish government for his part in the historic expedition.

Then after a short visit with the Greenlanders, the cargo was off-loaded and the ships headed back through the forest of ice to Thule and more work.—LT T. H. Wilder, Jr., USN.

tary of Defense, Hon. Franklin G. Floete, in November.

The winning divisions will keep their trophies for the year until they are passed on to the winners of the 1954 competition. They are also given plaques to retain permanently.

In the Naval Air Reserve the top proficiency award, the Edwin Francis Conway Memorial Trophy, has been won for the third consecutive year by Naval Air Station Willow Grove (Philadelphia), Pa. The Chief of Naval Air Training Trophy was awarded to NARTU, NAS Lakehurst, N. J., as the unit showing most improvement during the year.

Radio Jim Creek

A high-powered very low frequency radio transmitter is now in operation by the Navy and will provide instantaneous and reliable broadcasts to Navy fleets throughout the world.

Nicknamed "Radio Jim Creek" because of its location in the Jim Creek Valley of the Cascade Mountains, the 6000-acre installation is 55 miles northeast of Seattle, Wash.

The Jim Creek transmitter has an output of 1,200,000 watts—more than twice that of any known military transmitter and 22 times more powerful than any commercial radio station in the U. S. Its operation requires as much electrical power as is needed for a city of 25,000.

Radio Jim Creek will be able to transmit messages without the aid of relay stations to ships on any of the seven seas. Signals from Jim Creek will also be able to reach under the surface of the sea to submarines cruising at depths that normal radio signals cannot penetrate.

Under development since 1947, the giant transmitter has twelve 200-foot antenna towers, six on the summit level of each of two ridges. Between these towers swoop the cables—the ten catenary spans of the antenna—each of which ranges in length from 5640 to 8700 feet. The copper cable antenna that interlaces the two mountains, if stretched out, would reach 10 miles.

Besides the 12 antenna towers on the mountain tops, there are 23 other towers, some 145 feet high, on the valley floor. These towers support the down leads, feed bus, and the counter-weights that keep the down leads in tension.

Because of the intense electro-

Learning from the House Fly

The Navy is sponsoring the development of a new vibratory gyroscope which uses the same principles of flight balance as does the common house fly.

Flies, it has been determined, keep their balance by means of tiny vibrating rodlike organs called halteres, located behind their wings.

The new gyro is a result of studies in which the house fly was observed and the action of the halteres studied in slow motion movies. Several models of the new vibratory gyro, which resembles a small tuning fork, have been built for evaluation. The conventional gyros have a spinning wheel which maintains balance in relation to the earth's movement and gravity pull.

These new gyros may eliminate the present rotating gyroscope in the fields of precise navigational flight

instruments. Its greatest advantage perhaps will be in the elimination of frictional heat in bearings and gimbals of rotating gyros.

Navy's Top Reserve Units

Winners of the fifth annual national competition among Naval Reserve surface, submarine and construction battalion divisions have been announced. They are: Surface Division 4-105 of Lorain, Ohio; Submarine Division 13-7 of Portland, Ore.; and, for the second consecutive time, Seabee Division 9-30 of Colorado Springs, Colo.

The James Forrestal Trophy, was presented to the winning surface division, and the Fleet Admiral Chester W. Nimitz Trophy was awarded to the top submarine division. Construction Battalion 9-30 was presented the Vice Admiral J. J. Manning Trophy by Assistant Secre-

magnetic field around "Big Jim," an elaborate grounding system for the entire structure has been installed. This ground includes copper shielding and a ground screen around the building. Some 220 miles of copper wire went into this pattern.

Admiral Robert B. Carney, USN, Chief of Naval Operations, in his speech at dedication ceremonies for the big transmitter station, noted that "with the constantly increasing tempo of naval operations and tactics and the increasing rapidity with which military things happen in these modern times, radio and electronics become the very heart and soul of the execution of strategic and tactical plans."

The Washington State site was chosen for the mammoth transmitter after an extensive search for an area which would meet special requirements. Two mountains, at least 2500 feet high, of nearly equal height, with even crests 2 miles apart which run parallel for a distance of one mile were required for the project.

Wheeler and Blue Mountains, which bound Jim Creek Valley are both about 3000 feet in height and meet these conditions almost perfectly.

To prepare the way for the construction of the transmitter, Navy personnel had to clear a mountainous canyon area of 725 acres of heavily

wooded wilderness which included many towering Douglas firs. The Navy also had to carve a road through the Cascade Mountains to bring all the electronic equipment into Jim Creek for assembly.

Twenty-seven railroad freight cars were needed to transport the equipment for the \$14-million transmitter from Camden, N. J., to the Pacific Northwest site.

The first message, tapped out in wireless code, was sent to naval units at sea—on, over and under the surface.

Within six minutes after transmission, the battleship *uss Wisconsin* (BB 64), in Japanese waters, sent an acknowledgment.

In quick succession, word bounced back from the carrier *uss Yorktown* (CVA 10), the destroyer *uss Floyd B. Parks* (DD 884), and the submarine *uss Bluegill* (SSK 242), all in the Western Pacific.

Largest piece of electronic equipment ever built, the transmitter contains a huge power amplifier tube, which is 10 inches in diameter and more than three feet high, and weighs 135 pounds.

Buildings at Radio Jim Creek include barracks, mess hall, family quarters, carpenter shop and electrical and plumbing shops. For maintenance purposes, there is also an antenna rigging loft to care for the

more than 150,000 feet of steel and copperweld cable used in the antenna.

Radio Jim Creek will have an operating complement of four officers, 70 enlisted men and 35 civilians. Living facilities will include two married officers' quarters and 12 married enlisted men's quarters and one-36-man barracks.

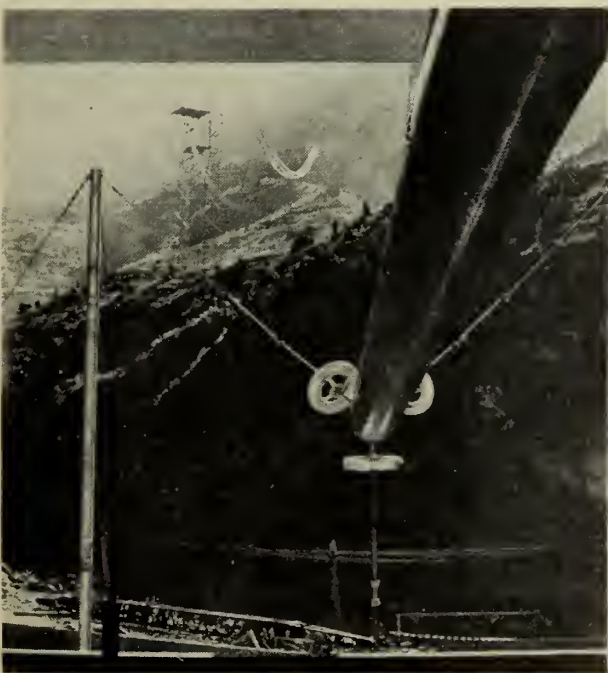
Jets for FAWTULant

The Fleet All Weather Training Unit, Atlantic, at NAS Key West, Fla., has completed its conversion from propeller-driven aircraft to a jet training squadron.

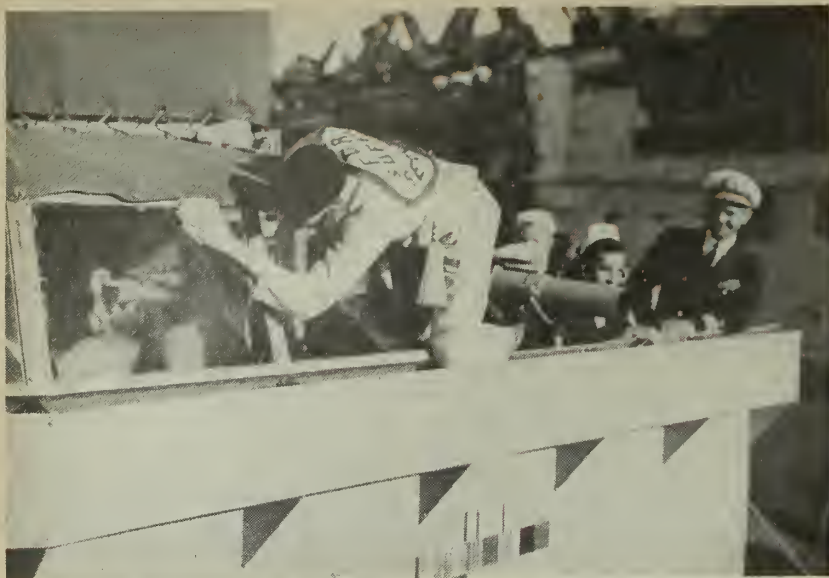
Modern F2H-4 *Banshee* jet fighters have replaced the last of the famous F6F *Hellcats* of FAWTU which have been seen in and around the skies of Key West for the past five years.

When Fleet All Weather Training Unit was formed in 1948, the *Hellcat* equipped with radar was the plane to train pilots in all-weather techniques and night fighter tactics. In 1950, FAWTU began using TV-2 jets as instrument trainers, but since these jets were not radar equipped the F6F continued as the night fighter trainer.

The first radar-equipped *Banshee* jets arrived at FAWTU last October. The training unit is now an all jet squadron.



VIEW from 'Big Jim' radio transmitter shows 145-foot 'bus tower' halfway up mountain. At right: Unusual photo from tower platform shows men at work on one of the 13 'bus towers' which support the station's transmission line.



SUPER SERVICE—USS McGowan (DD 678) gets the works—including clean 'windshield'—when refueled by its favorite gas station USS F. D. Roosevelt.

Tactics Trainer

The Navy has a new airplane simulator for training the pilots, co-pilots and crew who fly the latest-model long-range *Neptune*, the P2V-5.

The new simulator provides a tremendous advantage for training airmen in that it is now possible to couple the simulator with a P2V-5 tactics trainer, thus making the new set-up the first device whereby the whole combat team of a large military airplane can perform operation and tactics training together.

To insure maximum field utilization, the flight trainer is self-contained in a 42-foot, air-conditioned mobile trailer, making it available for training independent of weather, aircraft availability or runway conditions.

The tactics trainer is housed in a separate mobile trailer with its own instructor. He has controls for operating the training equipment independently of the pilot trainer if desired.

In the flight simulator the pilot hears the usual engine and propeller noises, feels the airplane bouncing under him when flying through rough air, feels the slipstream reacting on his controls, listens to radio beacons, talks to the "tower" by radio and hears static on his radio as artificial lightning flashes outside the window.

Structural vibration, realistically varying in frequency and amplitude,

makes the simulator feel "alive." Even the characteristic propeller "chirp" at idle speed has been included in the trainer to add to the psychological impact.

If the student makes an error which would result in a crash of a real airplane, the simulator also "crashes," but leaves the pilot blushing instead of bleeding.

After a pilot has made satisfactory progress on routine "flights," the instructor can cause a number of fail-



FLIGHT SIMULATOR, designed to give Navy pilots the 'feel' of flight conditions, gets once over from ADC.

ures to teach emergency procedure. For example, one switch on the instructor's console may cause an engine to fail, another can cause loss of hydraulic pressure and consequent loss of control over the landing gear, flaps and brakes, while still another switch may leave the pilot without communications.

The manner and speed with which a pilot acts to overcome the dangerous effects of a failure often determine whether he can save the plane and its crew. If a pilot first encounters a failure in the air after only verbal or test book instruction it is possible that under the stress of circumstances he will make a fatal error. But if he has been subjected to the failure in a flight simulator, the training and experience make it far more probable that he will follow emergency procedure correctly when he encounters the failure in actual flight.

With the new flight simulator, the pilot can be given instruction in all phases of instrument flight, including taxiing, take-off and landing. In this way he will learn the full capabilities and limitations of the airplane before he actually flies it.

Eight-Day Rescue Job

A tiny cargo ship won an eight-day battle against the fierce elements of the far north recently, thanks to the combined efforts of nine ships.

The liberty ship *ss Atlantic Water*, a cargo vessel under charter to MSTs, went aground in a blinding snowstorm while en route to Labrador with 800 tons of cargo. At the time the ship was approximately 100 miles from her destination.

Navy LSTs and Army tugs hurried to the scene in a 40-knot wind, blinding snow and lashing waves. *uss Recovery* (ARS 43) took charge of the operations until the *uss Oberon* (AKA 14) arrived.

It was decided that lightening ship would be necessary before the stranded vessel could be refloated. Army longshoremen worked for two days transferring the 800 tons of cargo to *Oberon*.

Once lightened the ship became buoyant and towing lines which had been attached to the ship during cargo-transferring operations lifted her from the shoals.

After being refloated, she was escorted to anchorage by *uss Fort Mandan* (LSD 21).



PAR-BUSTERS and hackers from NAAS Miramar, Calif., tee-off to open golf driving range built on the station.

Navy Golf Round-Up

It wasn't just football that occupied the Navy sports picture during the past few months. Golf tournaments have turned out par-busters (and duffers) in droves. Even the men on board ships have been able to get in a few swings whenever their ships hit port.

Here are some of the tournament results that have reached ALL HANDS:

- *uss Albany* (CA 123) edged the shotmakers from *uss Pittsburgh* (CA 72) by four strokes to win the BatCruLant Golf Tournament held in Norfolk. *Albany's* Ed Conklin, SKSN, USN, was the individual winner, with a 72-hole score of 302. Runner-up for individual honors was Lieutenant (junior grade) Foster Nichols, of *uss Pittsburgh*, with a 315 total.

Albany's golf team finished the tournament with a 1347 total, followed by *Pittsburgh* with 1351, *uss Roanoke* (CA 145), with 1453, *uss Mississippi* (EAG 128) with 1454, and *uss Missouri* (BB 63) with 1460.

- NTC Bainbridge successfully defended its Fifth Naval District title in a 36-hole tournament held at Camp Lejeune, N. C. The Commodore golfers finished with a 615 team total followed by Camp Lejeune with 626. Other teams in the tourney and their scores, were: Cherry Point, 704; Norfolk Mine Depot, 712; and USNS Norfolk, 744.

The Maryland sailors also copped the winner and runner-up spots for individual honors, but not until a 20-hole playoff. At the end of 36 holes, Commodore golfers Gene Coulter and Bill Shields and Marine Sgt. Gordon Carlson were tied with scores of 149. The three teed off and at the end of the 18-hole eliminations, Coulter and Shields were again tied. Coulter finally won on the second extra hole of a "sudden death" elimination.

- In the ComAirLant tournament at NAS Jacksonville, Fla., ComFair

Norfolk topped the golfers from ComFairs Jacksonville and Quonset Point to win the 72-hole medal play tourney. Norfolk finished with a four-man total of 1231, followed by Quonset at 1244 with the Jax entry finishing third at 1268.

L. E. Sherrill, AOAN, USN, stationed on board *uss Midway* (CVA 41) and playing for Norfolk, won the individual honors with a low score of 304. One stroke behind, in runner-up spot, was Dick Diversi of Quonset Point.

- In the 1953 Hawaiian Open, Navy CPO Al Kollmyer, representing the Pearl Harbor Navy-Marine Golf course, won the Hawaiian Amateur Championship. Kollmyer, 14th Naval District champion, fashioned rounds of 70-77-73-72 over the par-72 layout, to edge out such outstanding amateurs as Frank Stranahan and Fred Wright. His score was also good enough for second place among the entire field of pros and amateurs. Other Navy golfers who showed well in the tournament were Jerry Berles, SN, USN, who tied for sixth with a 300, and Gil Mantoani, CSC, USN, who came in ninth with a 305. Both Berles and Mantoani are stationed at NAS Barber's Point.

- Linksmen of *uss Franklin D. Roosevelt* (CVA 42) claim the golf championship of the Sixth Fleet. In their victory march, *Roosevelt's* golfers chalked up victories over teams from *uss Bennington* (CVA 20), *uss Yellowstone* (AD 27), *uss Des Moines* (CA 134) and Amphibious Forces afloat.

Members of the "FDR's" championship team were: Lieutenant (junior grade) Ed Barrow, CHRELE L. A. Lawrence; Dick Hildreth, SN; Joe Hern, ADC; Don Brough, AO1; Jack Posten, EM3; and Gerald Dugdale, FN.

- Down in New Orleans, the Navy sponsored All-Service "Weather Vane" golf tourney drew a total of 57 Army, Navy, Marine and Coast Guard golfers. Army Pvt. Monte

Sanders emerged the winner and All-Service champion of the New Orleans area.

Winners in the four other flights were: Dick Lane, DN, USN; CHPCLK M. C. Redford, USCG; Lieutenant Grady Hemphill, USN; and G. H. Ater, SK1, USCG. The match play tournament was held at four different country clubs in the New Orleans area with one round played at each course.

- In the Nation's Capital, Commander Daniel J. Carrison, USN, captain of the BuPers golf team, won the individual honors in the Class "B" championship of the Federal Golf Association. The match play tournament was played over various country clubs in the Washington, D. C., area.

Winner of the team title in the tourney was the Federal Bureau of Investigation golf team. Navy Photographic Center, Anacostia, D. C., placed runner-up and the BuPers team finished third. The Federal Golf Association is made up of golf teams from the various federal agencies in the District of Columbia area and includes most of the Navy bureaus.

Fleet Recreation Center

The construction of a \$1,128,000 recreation project is now underway at the Convoy Escort Piers south of the Norfolk Naval Base. This "Fleet Recreation Center" will have facilities for practically all types of sports and recreation.

The first facility that will be available under this program is the Fleet Social Center, which is expected to begin operation on 30 Apr 1954. The social center will be located at Hampton Boulevard and 90th St., and will feature a huge 90-by-90-foot dance floor, a snack bar and outside terrace.

The outdoor sports area includes a lighted baseball diamond, two lighted softball diamonds, two basketball courts, four badminton courts,



SEA-GOING SERENADERS—Glee Club from *USS Quincy* (CA 71) performs in a variety show at Kobe, Japan. Program was recorded for later broadcast.

one volley ball court and two shuffle-board courts.

Also included in the Norfolk "Fleet Recreation Center" will be a nine-hole pitch-and-putt golf course, a driving range, three unlighted baseball diamonds, handball courts, model airplane ring, bowling alleys and an improved picnic area. The latest equipment will also be available for all the sports.

The center is a project initiated by the Commander in Chief, Atlantic Fleet, to improve recreation facilities for personnel in the Norfolk area.

The funds financing this million dollar project have been supplied by the BuPers Central Recreation Fund. This Fund is comprised of a percentage of the profits from ships' stores and Navy Exchanges and does not include any of the taxpayer's money.

Education Under G. I. Bill

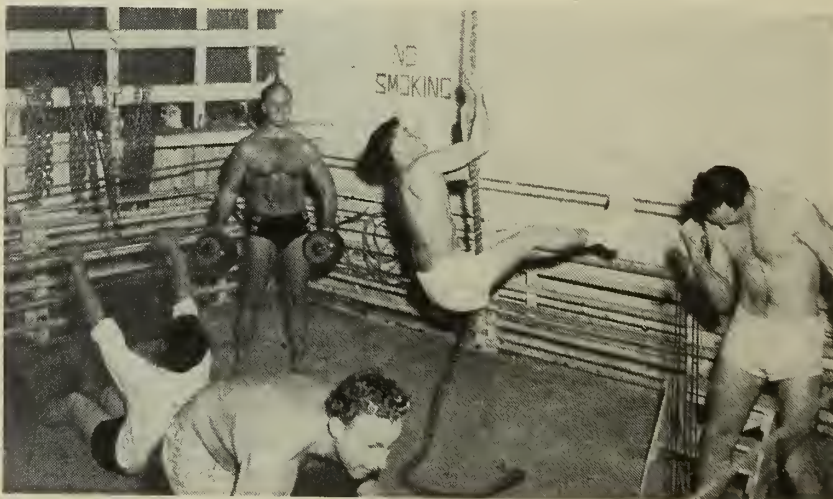
Navymen who are about to leave the service and who plan on taking undergraduate college work under the Korean G. I. Bill may shift from one bachelor's degree to another, without having it count as their one-and-only change of course allowed under the law.

For example, a veteran who enrolls for a four-year course leading to a B.S. degree in agriculture can move over to a B.A. degree in liberal arts. As far as the law is concerned, this would not be considered a change of course.

However, in order to make a switch like this, you must do it soon enough so that your new objective will not involve any more training time than would originally be required to complete your first course of study.

The reason that a change in degree does not constitute a "change in course" is that the Veterans Administration lists a veteran's educational objective as a baccalaureate degree, without any reference to his major field of study.

Even though a veteran puts down a specific type of bachelor's degree on his application for Korean G. I. training, his objective is still considered to be only a baccalaureate degree.



HOME-MADE GYM—Located below deck in one of the cargo holds, boxing-wrestling ring of *Merrick's* new gym contains wide variety body-building gear.

Quincy's Sea-Going Glee Club

A 24-man glee club from the cruiser *uss Quincy* (CA 71) added its voice to good will US-Japanese relations in Kobe, Japan during the cruiser's tour of duty in the Far East.

The sea-going glee club was part of a musical variety show presented by *Quincy* crewmembers and jointly sponsored by Radio Kobe (JOCR), Hyogo Chapter of the UN, Association of Japan, Kobe Chamber of Commerce and Industry and the American Cultural Society. The *Quincy* show was recorded for later radio broadcast.

Down at Merrick's Gym

How would you like to have a gymnasium on your ship? If you were on an aircraft carrier, this wouldn't seem too unusual. But if you happen to be on a smaller ship, such as the attack cargo ship *uss Merrick* (AKA 97), a gym would present a bit of a problem.

The crewmen of *Merrick*, however, have overcome the space problem by temporarily converting a cargo hold into an enviable gym and recreation center. Under the direction of Louis P. Provost, BM1, usn, of Lafayette, La., the extensive gym on the attack cargo ship was recently put into commission. Everything is temporary and the space can be cleaned of all athletic gear in less than 30 minutes to allow for cargo stowage.

The ship has among its athletic and recreation gear such equipment as basketball and volleyball courts, woodworking kits, leathercraft, fishing tackle, baseball and

softball gear, and a variety of body building apparatus, including a combined boxing-wrestling ring. The courts and ring are located below-decks in one of the cargo holds.

Money for the athletic equipment was made available through the ship's welfare and recreation fund.

Other morale-lifting features on *Merrick* are a combination library-lounge, also located in a cargo hold; competition between the various divisions in volleyball and basketball; and a ship's insignia contest, with a 48-hour liberty pass as the prize.

The men of *Merrick* are proud of their accomplishments and during all off-duty hours can be found relaxing in the lounge or participating in a game of volleyball or basketball in the gym. *Merrick* is currently serving in the Far East.

Navyman in World Pentathlon

Ensign William J. Andre, usn, of *uss Albany* (CA 123), led the U. S. Military Pentathlon team to fifth place in the annual World Modern Pentathlon held in Santiago, Chile, last December. The Pentathlon is held annually and is identical to the pentathlon staged in the Olympic Games.

Ensign Andre is the first Navyman ever to become a member of the U. S. team. Other service members of the 1953 U. S. team were Lieutenant, H. W. Johnson, usa, Lieutenant Dave Allred, usa, and Lieutenant Jack Martin, usa.

The events in the pentathlon are: a 5000-meter, cross-country ride on a horse, a 300-meter swim, pistol shooting at bobbing targets, fencing, and a 4000-meter, cross-country foot race.

Individually, here's how the U. S. team members finished. Andre finished 3rd, Johnson 7th and Allred 23rd. As a team, the U. S. group finished 2nd in shooting, 3rd in running, 4th in fencing, 6th in swimming and 7th in horseback riding for fifth place among the 16 teams competing.

Ensign Andre, the first Navy representative on the team, has been training since the age of 12, with an eye to this event.

In addition to the U. S. and Mexico, the other American countries that participated in the Santiago events were Argentina, Chile, Brazil, Peru, Uruguay and Paraguay. European teams were from Sweden, Hungary, France, Belgium, England, Germany, Spain and Switzerland.

SIDELINE STRATEGY

SPACE ran short in last month's column and we still had a few other Navy basketball teams to mention that will have to be reckoned with by any team having All-Navy aspirations.

NAS Barber's Point, Hawaii, has come up with a team that boasts youth, speed, height and scoring power. In pre-season tilts, the "Pointers" have been chalking up impressive victories over such outstanding opponents as the University of Hawaii and Hickam AFB, Hawaiian Interservice champions the past two seasons.

Pointer coach Sam Watson has for this year's outfit such outstanding players as Rich Hendricks, Bob Kolf, Dave Fisher, Bob Belton and Len Gibson.

Last year's All-Navy runners-up, NTC Great Lakes, is again grooming what is expected to be a top Navy five. Leading the "Bluejackets" this year will be Carl McNulty and Harvey Fromme, the two forwards who led NTC in scoring last season.

Down at NAS Jacksonville, the "Fliers" are showing signs of becoming a big power in 6th Naval District competition. As an indication, the "Fliers" cracked the 100 mark in scoring in winning their first game of the season.

★ ★ ★

From the "Crow's Nest," which is the Royal Canadian Navy's equivalent of ALL HANDS, comes the following report:

While the world series is history and the slate has been cleared for a new batch of baseball statistics, the results of two softball games played while HMCS *Algonquin* was at Key West, Fla., may be of interest.

In a game between *Algonquin* men and U. S. Navy enlisted men from the Key West base, the score was: USN 17, RCN 4. But—

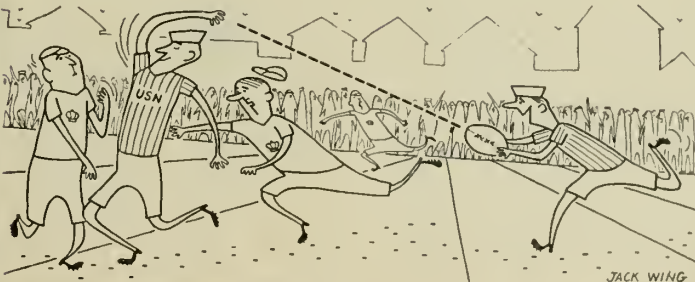
In a contest between *Algonquin* chiefs and petty officers and the USN CPOs the score was: RCN 42, USN 11.

A visiting RCN lieutenant commander drew the following conclusions from the scores: "Although the data cannot be termed conclusive, a first letter report on the subject would indicate that the hit-producing capability of U. S. Navy men is inversely proportional to his time in the service."

★ ★ ★

Down in Bermuda, Navy white hats again showed their versatility when a pick-up rugby team from the Navy Weather Station smashed the Royal Welsh Fusilier team 17-3. The British Army team is rated among their best.

The rangy sailors were unhampered by the British ban on blocking and forward passing. But they had a secret weapon. They rolled over their Royal Welsh opponents after finding out they could pass the pigskin laterally—"just like basketball." — Rudy C. Garcia, JO1, usn.



THE BULLETIN BOARD

Here's Summary to Help You in Making Out Income Tax Reports

TO aid naval personnel in filing this year's Federal Income Tax return, the Bureau of Supplies and Accounts has published a pamphlet, "Federal Income Tax Information." Distribution of this pamphlet has been made to all ships and stations and is available to all personnel.

No U. S. citizen in the Navy is exempt from provisions of the income tax laws. Some naval personnel will not actually pay taxes because of their exemptions and deductions, but nevertheless are required to file a return if their income exceeds \$600. To help you make out your return, you will be supplied by your disbursing officer with a "Form W-2 (a statement of wages paid you and taxes withheld).

The Navy merely acts as an "employer" for purposes of the withholding procedure. Funds are deducted from your pay, based on the table of income brackets and exemptions, and are turned over by the Navy to the Bureau of Internal Revenue.

What part of a Navyman's pay is withheld? The Navy withholds on all taxable pay of the serviceman, including the retainer pay of the Fleet Reservist and the taxable portion of retired pay. But the Navy does not withhold on travel allowance of servicemen.

The following items of income constitute "gross income" and, to the extent that they are not reduced by allowable "business expenses", must be reported:

- *Active duty pay* (in excess of combat zone exclusion) which includes basic pay for active duty, training duty, summer cruises and drills; incentive pay for hazardous duty; special pay for physicians and dentists, diving duty, sea and foreign pay, and reenlistment bonus; pay for accrued leave on separation, reenlistment allowances, battle efficiency prizes, combat duty pay and credits for back pay.

- *Retired pay*, if retired for other than physical disability resulting from active service.

- *Retainer pay* of enlisted members transferred to the Fleet Reserve.

- *Retired pay* of enlisted members transferred to the retired list for other than physical disability resulting from active duty.

- *Pay* of all midshipmen and naval aviation cadets, and retainer pay of \$50 and \$100 per month of students enrolled in the NROTC and Naval Aviation College programs.

- *Compensation* for employment in officer's clubs, messes, post and station theaters, Navy Exchange, etc.

- *Mileage*—The total amount received as mileage should be included in gross income. However, the actual expenses the Navyman paid while performing the travel, such as meals, train fares, lodging, may be deducted. (Note, however, that no part of mileage for wife and dependents is taxable and such mileage should not be reported).

- *Travel allowance* on discharge and furlough travel allowance on re-enlistment. Provisions here are the same as mileage.

- *Interest* received on deposits of *Navy Savings Account*.

- *Interest on armed forces* (terminal) *leave bonds* or on payments for terminal leave.

- *Lump sum payment* received by officers upon honorable discharge or complete separation other than disability severance pay.

From sources other than the Navy the following must be reported:

- *Compensation* for personal or professional services.

- *Amounts* received from former employer even though paid to the dependents of a serviceman.

- *Business income*, either as an individual proprietor or as a partner in a business operated for profit.

- *Annuities and endowments* in excess of cost.

- *Pensions* paid by the state for services.

- *Income from investments* in properties or securities, such as rent, interest, or dividends from domestic and foreign corporations.

Some items of naval compensation, however, are specifically excluded from gross income and therefore need not be reported on tax returns.

- *Combat zone pay*—One big exclusion for Navy men up to and including commissioned warrant officers is all service pay earned for each month, any day of which was spent in a "combat zone" (between 24 Jun 1950 and 1 Jan 1954). Commissioned officers in pay grade of ensign and above, may exclude up to \$200 of their service income for each month, any day of which was spent in a "combat zone" during the period when computing their tax.

This "combat zone" exclusion is also extended to include pay earned during periods of hospitalization caused by wounds, disease or injury occurring while serving in a "combat zone."

Other items of income from naval sources which are specifically excluded from "gross income" and hence are not taxable are:

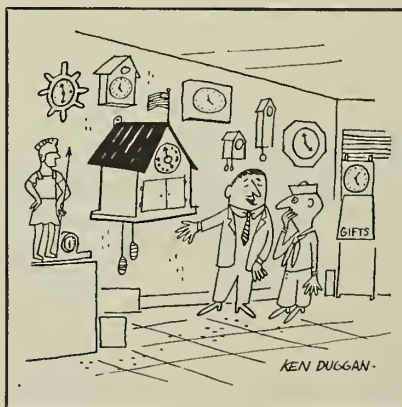
- *Retired pay* of persons retired from the armed forces prior to 1 Oct 1949 for *physical disability* resulting from active service. This includes the retired pay of persons recalled to active duty subsequent to retirement for other than physical disability and returned to inactive duty prior to 1 Oct 1949.

- *Disability retirement pay* or *disability severance pay* received for retirement or separation after 30 Sep 1949 under the Career Compensation Act of 1949.

- *Basic allowance for quarters*.

- *Basic allowance for subsistence*.

- *Cost to Government for trans-*



"And with this one, a 32-piece Navy band steps out and plays 'Anchors Aweigh.'"

portation of dependents (mileage for wife and dependents) and for household effects.

- *Uniform gratuity* or clothing allowance paid to officers, nurses, or enlisted personnel.

- *Death gratuity pay* (six months' pay to the beneficiary of a deceased officer or enlisted man).

- *Personal money allowances* received by fleet admirals, admirals and vice admirals.

- *Armed forces terminal leave bonds* issued or other payments made under Section 6 of the Armed Forces Leave Act of 1946. (However, interest on these bonds or payments constitutes gross income in the year received and must be reported).

- *Per diem allowance.*

- *Mustering out pay.*

From other sources the following are not taxable and should not be reported on your tax form:

- *Life insurance* or *indemnity* (government or private companies) amounts received under a life insurance contract paid by reason of death of the insured, whether in a single sum or otherwise. (However, if such amounts are held by the insurer under an agreement to pay interest thereon, the interest payments must be included in gross income).

- *Government insurance dividends*, including regular and special, on U. S. Government and National Service Life insurance; proceeds from maturing U. S. Government endowment insurance contracts and proceeds from surrendering U. S. Government and National Service Life insurance policies.

- *Veterans pensions*—Pensions received from the U.S. by a veteran or the family of a veteran for services rendered to the U. S.

- *State bonus* — Payments by a state to veterans for services rendered to the U. S.

- *Social Security benefits* — Amounts received from the Federal or State governments under the Federal Social Security program.

- *Serviceman's Benefits*, under various so-called G.I. Bills. This includes unemployment compensation, disability pension or compensation, educational benefits, etc.

- *Commercial insurance* dividends representing refund of non-deductible premium payments.

- *Gifts, inheritances, and bequests*



"For goodness' sake! Just over o silly, little ol' I.D. cord!"

are not reported on annual income tax returns. However, these are covered by other types of taxes.

How to file—Naval personnel can choose any one of three types of income tax returns to file—Form 1040A, Short-Form 1040 and Long-Form 1040.

Form 1040A is the simplest of the three. If you file this form, you do not need to figure your own tax. From the figures you put down, the District Director of Internal Revenue will figure your tax for you and send you a refund or a bill (the amount of tax you owe over and above what you paid through Withholding).

You may use this form if your total income was less than \$5000,

consisted entirely of wages, dividends, or interest, if not more than \$100 of it was from a source not subject to withholding.

Form 1040 may be used either as a short or a long form. The Short-Form 1040, differs from Form 1040A in that (1) you must figure your own tax; (2) you may deduct travel and reimbursed expenses from your wages; and (3) you include income from sources not reportable on Form 1040A. Therefore, if your income was less than \$5000 and you do not itemize non-business deductions, find your tax from the table on the back of the form, tear off the first sheet and file it as a Short-Form 1040.

Long-Form 1040 *must* be used if your income was \$5000 or more. If your non-business deductions are more than 10 per cent of your income, you will ordinarily save money by itemizing your deductions on this form.

When To File—Income tax returns made on the basis of the calendar year shall be filed on or before the 15th day of March following the close of the calendar year. However, naval personnel who on 15 Mar 1954 are residing or traveling *outside* the U. S., Alaska and Hawaii, are allowed an extension of time until 15 Jun 1954 for filing the 1953 annual

WHAT'S IN A NAME

Sailors' Saint Nicholas

Though many people think of Saint Nicholas only in terms of Santa Claus and the Yule holiday, the hard-working saint is also o special patron of sailors.

Little is known with certainty of Soint Nicho'os' personal history. He was the bishop of Myro, Asia Minor, during the Fourth Century and is regarded in many countries as the special patron of the young (in Western countries) and of scholars, parish clerks, travelers and sailors (in Eastern countries). His protection was often implored against robbers, and these persons for whom he was patron come to be called "Clerks of Soint Nicho'as."

Exactly how the Saint became the patron of sailors is not known for certain although it may be an outgrowth of the legend that during his lifetime he appeared to storm-tossed mariners off the coast of Lycia. They invoked his aid and he brought them safe to shore.

In the Aegean and Ionian Seas sailors,

following o common Eastern custom, hod a "Star of Soint Nicholas" (probably o star they would novigate by ot night). They would also wish one another o sofe voyage with the phrase "Moy Soint Nicholas hold the tiller."



tax returns. If you make use of this provision, however, you must pay interest at the rate of six per cent per year on the unpaid tax, if any, from the original date due, until your tax is paid.

Also, a Navyman in a "combat zone" or one who is hospitalized as a result of wounds, injury or disease incurred in a combat zone after 24 Jun 1950 is exempted for 180 days thereafter from filing an income tax return or paying his tax or any installments on it.

For example, if a Navyman left the "combat zone" on 15 Oct 1953, the due date for his income tax return is 13 Apr 1954. This postponement is *not* applicable to the spouse of such a person. When filing the return a statement should be attached which will indicate to the District Director of Internal Revenue the date on which combat service, or hospitalization as the result of combat service, was terminated.

When To Pay—When using *Short Form 1040* or *Long Form 1040*, the full sum of any tax you owe is due at the time you file your return. However, a taxpayer who is authorized to use *Form 1040A* will *not* make any payment when the return is filed. The District Director of Internal Revenue will compute the tax in such cases (see above), and if an overpayment is shown, refund will be made; if there is a balance due, a bill will be sent to the taxpayer and he will be allowed 30 days in which to pay it.

Where no general or automatic extension of time has been granted to a member of the Armed Forces, as such, for the payment of taxes, he may be interested in and entitled to the following provisions:

- Under the provisions of the *Soldiers' and Sailors' Civil Relief Act of 1940*, as amended, a member of the armed forces whose ability to pay his tax is "materially impaired" by reason of his being in the service, may defer the payment of his tax (but *not* the filing of his return), without penalty or interest until the termination of the act by Congress or until separation from the service, whichever comes earlier. A specific request for this deferment should be addressed to the District Director when the return is filed.

- Also at the request of a tax-

payer, the District Director of Internal Revenue may extend the time for payment of the tax for a period not exceeding six months from the date prescribed for the payment of the tax. Under this provision, there shall be collected as a part of such amount interest thereon at the rate of six per cent per year from the date such payment should have been made, if no extension had been granted, until paid.

- It should also be noted that the time for paying Federal income taxes falling due while a taxpayer is in a "combat zone" or is hospitalized outside of the U. S. as the result of a "combat zone" injury, is extended until the due date for filing returns.

Declaration of Estimated Tax for 1954 — Under certain conditions a Navyman is required to file a declaration of estimated tax (*Form 1040-ES*) for the calendar year 1954 if he expects to receive during such calendar year: (1) Wages *subject* to withholding in excess of \$4500 plus \$600 for each exemption to which he is entitled; or (2) "Gross Income" from all other sources in excess of \$100, provided his total "gross income" is expected to amount to \$600 or more.

It should be emphasized that any serviceman who fulfills either or both of the above conditions *must* file a Declaration of Estimated Tax *even though* the withholding from his wages may satisfy completely his ultimate tax and even if he has nothing to pay on the estimated tax.

For example, take a lieutenant with lengthy service and receiving flight pay. He receives \$444.60 monthly in active duty pay (this does *not* include allowances for quarters and subsistence), and in addition he gets

\$120.00 monthly flight pay, making a monthly total of \$564.60, and an annual gross income of \$6775.20. He has no other income other than his service pay. He is married and has one child. Counting his exemption (for self and his dependents) of \$1800, he adds this exemption to the sum of \$4500 (as established in the provisions of the law) and gets a total of \$6300. This figure represents the sum, in his particular case, which will determine whether or not he must file a Declaration of Estimated Tax. Since his gross income is higher than \$6300, he must file a Declaration of Estimated Tax on the entire gross income, that is, on \$6775.20.

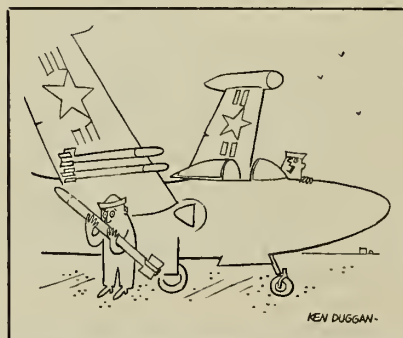
Also, any Navyman who knows that he will receive some income during the coming tax year from all other sources than wages subject to withholding, and if this other income will total more than \$100, is also required to file a Declaration of Estimated Tax.

Worksheets are provided on the Treasury *Form 1040-ES* for making a computation of estimated tax for 1954. Declarations should be filed with the District Director of Internal Revenue with whom the 1953 return is filed, or with whom the taxpayer expects to file his 1954 income tax return.

Incidentally, beginning 1 Jan 1954, the income tax rate will be reduced by 10 per cent as a result of passage of the Revenue Act of 1951. The savings to Naval personnel will amount to about two per cent of their taxable income in excess of exemptions and deductions.

For example, a seaman with two exemptions, drawing \$122.30 a month had \$2.20 a month withheld in 1953. Starting 1 Jan 1954, with the reduction in rates, he will have \$2.00 a month withheld. Another example would be of a lieutenant with three exemptions, drawing \$355.68 per month, will have \$34.10 deducted in 1954 as against \$37.90 in 1953.

One last word: If trouble is encountered in working out 1953 income tax returns, Navyman may consult: (1) Legal Assistance Officers; (2) District Director of Internal Revenue; or (3) may direct specific inquiries to: Bureau of Supplies and Accounts, Washington 25, D. C., Attn: B-1.



"Higgins! I said drop whatever you're doing and come over here!"

Emergency Data Record must be Kept Current for Protection of Navyman's Dependents

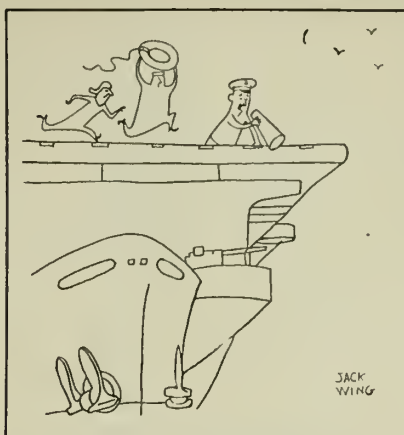
The *Record of Emergency Data* (DD Form 93) which becomes a part of your service record upon your initial entry into the service, is one of the most important forms you are required to fill out and keep current. This form is similar to a will for a civilian estate in that it provides an adequate record for emergency data pertaining to:

- Person to be notified in case of emergency.
- Person to receive six months' death gratuity.
- Person (including commercial insurance companies or banks) to receive special allotment and the sum to be so received, in the event that you become missing, missing in action, or in any way prevented from returning to Naval jurisdiction.
- Person to receive proceeds of Servicemen's Indemnity in event of your death while on active duty or 120 days after release if eligible.

The care with which this form should be filled out cannot be over-emphasized. Carelessness, incompleteness of the form, or lack of understanding may result in undue delay in carrying out one of the above desires of the individual. A Navyman's dependents may be faced with unnecessary hardship if his DD Form 93 is not up-to-date. For example, if a Navyman gets married but fails to list his wife as his beneficiary and he later dies in service, the death gratuity may erroneously be paid to persons last listed.

Be sure that your *Record of Emergency Data* is up-to-date. Here are the times when you should fill out a DD Form 93:

- Upon your initial entry into the service.
- Upon reenlistment.
- Upon recall to active duty.
- If a Naval Reservist, upon being ordered to extended duty, etc.
- Upon promotion from enlisted rating to officer rank.
- Whenever a major change in your status occurs such as marriage, change in dependents or a divorce.
- Whenever there is a change of permanent address of dependents or beneficiaries or person to be notified in the event of an emergency.
- Change in designation of per-



"Hey Gunner!... When you gonno learn to stoy off that catapault?"

son to receive the six months' death gratuity.

- Change in the dependents to receive the special allotment of pay in the event the service member is in a missing status.
- Change in beneficiary under the Servicemen's Indemnity.

Augmentation Board Recommends Officers for Transfer to USN

In their final action of 1953 the Navy Augmentation Board recommended that 213 Naval Reserve LTJG's and ensigns be transferred to the Regular Navy.

Of the total number of selectees, 145 were selected for unrestricted line; 12 for aviation line; 28 for the Supply Corps; 11 for the Chaplain Corps; 14 for the Navy Nurse Corps; two for the Medical Service Corps and one for the Civil Engineer Corps.

Some 491 Reserve officers have been absorbed into the Regular Navy since the program was inaugurated in October of 1952. The Navy's authority for the augmentation program expired on 31 Dec 1953 and unless further legislation is passed by Congress the program will be discontinued. (See ALL HANDS, January 1954, page 8.)

WAY BACK WHEN

Columbus Slept Here

The U. S. Naval Base Guantanamo Bay, Cuba, recently celebrated the golden anniversary of its establishment. It was on 10 Dec 1903, that the Cuban Government formally turned over the property and surrounding waters to the U. S. for a Naval Reservation.

On that day, the battleship USS Kearsarge (BB 53) lay at anchor in Guantanamo Bay with the Commander in Chief, North Atlantic Fleet, representing the U. S., and Senor Partuanda, Chief of the Public Works of the Province of Santiago, representing Cuba, on board.

As the ship's bell tolled the hour of noon, Cuba turned over to the U. S. 19,621 acres of land to be used as a coaling and naval station. Lieutenant Commander W. H. Allen, USN, assumed command of the area and thus became the first commandant of the naval station.

In the days of early explorers traveling the Spanish Main, the bay was used as a pirate's haven and many are the legends of pirate hoards and hidden treasures. Christopher Columbus, on his second cruise in 1494, entered Guantanamo Bay and spent the night there.

During the Spanish-American War, the harbor at Guantanamo Bay was an invaluable base for repairing and coaling the blockading fleet off Santiago.

The first successful U. S. attack against the

Spanish-held Guantanamo Bay began on 7 Jun 1898 with the cruiser *Marblehead* and the auxiliary *Yankee* making a reconnaissance of the area while the auxiliary *St. Louis* cut the communication cables. Marines were landed soon afterward and with the support of insurgent Cuban troops and fire support from afloat, they gained control of the Bay on 14 Jun 1898.

The lease agreement was signed by President Theodore Roosevelt and President Estroda Palma of Cuba in February 1903. Nine months later, the U. S. assumed control of Guantanamo Bay and thus was born one of the largest American naval operating bases in the Atlantic Ocean.—Harvey E. Davis, JOC, USNR.



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 60—States that the opening of dead-ended portions of hydraulic, pneumatic or oxygen systems to much higher pressures should be avoided (see Word, p. 8).

No. 61—States that pending complete instructions to be issued at a later date all hydrographic information produced by agencies other than Navy Hydro will be handled as "Confidential" under the new security regulations.

No. 62—Concerns reclassification of BuShips allowance lists, machinery indexes and tender load lists under the new security regulations.

No. 63—Has to do with reclassification of various operational publications and parts thereof under the new security regulations.

No. 64—Concerns reclassification of various publication items distributed by BuPers as a result of the new security regulations.

No. 65—Contains reclassification procedure to be followed for various instructions and lists distributed by BuOrd as a result of the new security regulations.

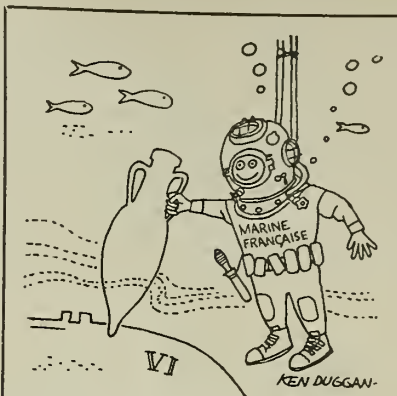
No. 66—Contained Christmas greetings from SecNav.

No. 67—Waived the yeoman stenographic performance test for the February 1954 servicewide competitive exams for advancement in rating.

BuPers Instructions

No. 1001.15—Publicizes in general terms what the Navy's policy will be on any future involuntary recall of Ready Reservists to active service.

No. 1133.3—Reviews the Navy's current reenlistment situation and



Ancient Scuttlebutt Appears From Davey Jones' Locker

A 2000-year-old scuttlebutt was reactivated and put back into active duty at the Naval Gun Factory in Washington, D. C., recently.

The "scuttlebutt" was a gift from a group of French Navy Officers to the Deep Sea Diving School and Experimental Diving Unit at the Gun Factory.

Standing three and one half feet tall, the gift was an ancient Roman urn called an "amphora." When found in 1953, by divers of the Submarine Research Group of the French Navy, it was 135 feet under the Mediterranean in the wreck of a Roman galley.

Romans used the amphora to carry "mead" (a fermented drink of honey and water, sometimes flavored with spices). The urns were standard issue on all galleys of the Romans and were carried throughout the Mediterranean by these ships.

At the time of the presentation of the gift the three French officers were visiting the Experimental Diving Unit, demonstrating the latest devices and techniques of aqualung work used in the French Navy.

states that personnel in a limited duty status or those in Pay Grade 3 who have failed to pass a servicewide examination for advancement to Pay Grade 4 shall not be considered for reenlistment at the present time.

No. 1311.1A—Summarizes instructions for effecting transfers of commissioned officers and warrant officers on active duty to naval hospitals for treatment.

No. 1741.7—Brings to the atten-

tion of commanding officers the fact that the "Insurance Manual for Benefits and Insurance Officers" is the official source of information on all Government life insurance questions.

No. 1750.1—Explains the provisions of the new annuity plan for servicemen, the "Uniformed Services Contingency Option Act of 1953."

BuPers Notices

No. 1741 (23 Nov 1953)—Advise naval personnel to investigate carefully the medical care due them as a serviceman before considering a commercial health and accident insurance policy.

No. 1050 (2 Dec 1953)—Restates the Navy's policy that commanding officers are encouraged to grant annual leave to naval personnel at the normal rate they accrue it, consistent only with service requirements or other exigencies.

No. 1130 (7 Dec 1953)—Makes a few minor changes in BuPers Instruction 1130.4 relating to enlistment or reenlistment of Regular Navy and Naval personnel on active duty.

No. 1418 (8 Dec 1953)—Makes several changes in BuPers Instruction 1418.7 which relates to service-wide competitive exams for advancement to pay grade E-7.

No. 1120 (9 Dec 1953)—Makes several minor changes in BuPers Instruction 1120.18 (Change One) which relates to appointment of personnel to the grade of ensign, limited duty only, in the U. S. Navy.

No. 1414 (14 Dec 1953)—Contained tentative qualifications for advancement in rating of fire control technicians, quals which were to be used as the basis of study for the February 1953 exams.

No. 1400 (15 Dec 1953)—Gives the cut-off register number for the promotion zone for selection of Naval Reserve officers to LCDR.

No. 4641 (16 Dec 1953)—Reminds naval personnel that furlough fares are still available on passenger-carrying railroads for Navymen on leave or liberty.

No. 1650 (17 Dec 1953)—States that only those persons who earned both the Philippine Defense Ribbon and the Philippine Liberation Ribbon will be eligible to wear the Philippine Independence Ribbon.

No. 1412 (18 Dec 1953)—Lists officers of the line of the Navy and

Naval Reserve on active duty who were selected for temporary promotion to the grade of LCDR.

No. 1414 (22 Dec 1953)—Clarifies certain details of the basic instruction concerning eligibility for advancement in rating of enlisted personnel as stated in BuPers Instruction 1414.2.

No. 1920 (22 Dec 1953)—Urges commanding officers of the last permanent duty station of officers of the Regular Navy and Naval Reserve scheduled to leave the naval service to deliver to those officers an appropriate letter summarizing the naval duties they have performed and expressing the appreciation of the Navy for the job accomplished.

No. 1120 (23 Dec 1953)—Publishes the list of aviators of the Naval Reserve on active duty selected for commissioned grade in the line of the Regular Navy.

Two Submarine Correspondence Courses Revised for Reservists

Two officer correspondence courses designed for Naval Reserve submariners have been rewritten and are now available.

The revised courses are the *Basic Submarine Course*, which covers the fundamentals of submarine construction and operation, and the *Advanced Submarine Course* which includes a thorough study of submarine systems, techniques, procedures and problems. Each course consists of 12 assignments.

The Basic course carries 24 points Reserve credit and the Advanced course 36 points.

The Basic course is available to officers who are members of or associated with Naval Reserve Submarine divisions, or who are attached to battalions or brigades having Submarine divisions under their administrative command. The course is also available to Reserve officers who are qualified SP, SG or SS and to NROTC midshipmen. The Advanced course is available to Reserve officers who are qualified SG or SS, and who have successfully completed the basic course.

Application for enrollment in either of these courses should be made on form NavPers 994, addressed to the Officer in Charge, U. S. Naval Submarine School, New London, Conn.

Vocational Counseling Available To G. I.s at VA Regional Offices

If you are a Navyman who will soon be getting out of the service and you plan on studying under the Korean G.I. Bill you should have a fairly good idea of the type of training you want before you contact the Veterans Administration on the subject. This way, VA can easily furnish you with the names of schools offering courses in your chosen field so that you may decide which institution to attend.

If you aren't sure what kind of training to take, you may avail yourself of VA's vocational counseling. Tests and interviews in the counseling process better enable you to understand your capabilities and aptitudes, so that you are in a better position to make a wise choice.

The VA urges you however, to seek such counseling information from your VA regional office, not from VA headquarters in Washington, D. C. Your regional office maintains an up-to-date record of courses approved by your state for Korean veterans. This information is not kept in Washington, since changes occur constantly and the list could never be completely current.

New Insurance Manual Gets the Facts Under One Cover

A new *Insurance Manual* covering the many directives on the subject of the three different government insurance programs has been forwarded to all ships and stations.

Issued as NavPers 15,640 (revised June 1953) it is for use by Benefits and Insurance Officers and will spell out under one cover information pertaining to United States Government Life Insurance, National Service Life Insurance and Servicemen's Indemnity for Navy and Marine Corps personnel. Such information has up to now been contained in many different directives.

Any further changes will be issued in Navy directives so that the contents of the manual may be kept on a current basis.

The manual is not available for individual distribution. Navymen interested in obtaining information on the servicemen's indemnity or other insurance should consult their insurance officers.

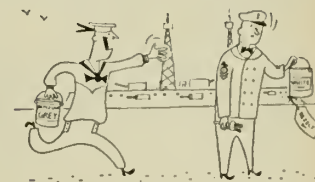
You probably know from intimate contact that Navy ships use a lot of paint—but do you know how much? The Navy uses from 25 to 30 million gallons of all types of paint each year. Roughly 20 million gallons are used for maintenance and are applied by men in the Fleet.

To paint a ship's exterior topside with one coat takes from 30 gallons on a PT boat and 50 gallons on a submarine to as much as 950 gallons on an aircraft carrier. The average basic requirement for maintenance of a destroyer is 270 gallons every two months. When originally built, an LCT takes 300 gallons. This figure saars to



more than 16,000 gallons for a cruiser and 40,000 gallons for a battleship. You could paint 3000 houses with the amount of paint used on one of the Midway-class carriers, and the USS *Farrestal* will need 92,000 gallons.

Ships have been painted lots of different colors too. The painting of the Continental Navy vessels seems to have been left up to their Commanding Officers. Colors used for painting some of the ships included white, yellow, black, red and brown. Ships of that day were usually painted black with red, white and yellow stripes in very narrow bands; or were yellow with black moldings or narrow strips. It is believed that some of the smaller ves-



sels, such as those built on Lake Champlain, were painted red.

In 1840 green became a popular color. This lasted for 10 years. Navy ships were later painted black. About the time of the Spanish-American War they were dark gray. The Navy got around to white in the days of the Great White Fleet in 1907-8. When the Fleet returned to Hampton Roads a few ships were painted gray after a sad experience with white paint surfaces during cooling at various stations. The neat appearance made a favorable impression, and it was shortly after accepted as standard.

Round-Up on Licenses and Deadlines for Navymen Who Drive Cars

If you're like most servicemen you get a little confused when the time comes to renew your driver's license or register your automobile. Moving about the world, you are apt to lose track of the latest auto registration laws of your home state.

In order that you might have these facts and figures at your fingertips, ALL HANDS has compiled an up-to-date summary of automobile licensing and registration rules now in effect in the various states. The facts are taken from a compilation of motor laws published by the American Automobile Association.

Keep in mind, however, that states change their laws and tax rates from time to time. Hence, it is important that you write to your state's motor vehicle office for the latest dope before you send in any money. You'll have to use the right form to make application for a license or registration anyway and the form will have to come from that office.

A good point to remember is that the Soldiers' and Sailors' Civil Relief Act provides that a military person who has paid the required license, fee, or excise for operation of his automobile in the state of which he is a resident or in which he is domiciled, shall not be required to purchase a license in a State where he is stationed or residing in compliance with orders. Here are the general rules:

Car Registration and Fees — A motor vehicle owned by a person in the armed services generally may be registered either at the place of the person's permanent home or at the place where he is stationed. In the event the vehicle is registered at the place of his permanent home, he need not purchase a license in the State where he is stationed. If the individual elects to register his vehicle in the State where he is stationed, it is considered that he voluntarily waives the protection of the Soldiers' and Sailors' Civil Relief Act as to that piece of property, and he must, therefore, pay all licenses and other taxes which usually include the personal property tax which the locality imposes on the use or ownership of the vehicle. Note that for the above conditions to apply, *ownership* of the

Not So Secret Weapon Takes Its Toll

Automobiles are as deadly as bullets, or so at least statistics seem to say.

Admissions to the Navy sick list show that battle casualties and motor-vehicle accident casualties were almost equal in 1952—8,700 for bullets and 8,486 for cars.

Most of the automobile accidents involved cars colliding or running into a stationary object. Most accidents happened on leave.

As is true among civilians also, most of the accidents occurred during holidays and during the summer months. In 9 out of 10 cases the service man was under 30 years of age.

motor vehicle *must be in the name* of the serviceman.

Drivers' licenses—Drivers' licenses are a matter of local regulation and are not within the purview of the Soldiers' and Sailors' Civil Relief Act. In most jurisdictions it is required that the operator of a motor vehicle have a driver's license *issued by the same State in which the vehicle is registered*. In the event the serviceman desires to register his automobile locally and procure local license plates he should also comply with the requirements as to drivers' licenses of the state in which he registers the automobile.

• **ALABAMA:** Driver's license is good for two years and expires on licensee's birthday. Issued by the Probate Judge in county of residence at a fee of \$2.25. Written test, driving test and eye test are required for original license.

Auto must be registered annually with the Probate Judge in county of residence except in counties of Jefferson and Mobile, where application is made to Commissioner of Licenses. Deadline date for registration is midnight 30 September with a period of grace to midnight on the following 15 November. Registration fee is \$3 plus 75 cents issuance fee. Motor vehicle inspection not required but cities have authority to maintain in-

spection stations and enforce local inspection law.

• **ARIZONA:** Driver's license is good for three years and expires on licensee's birthday. License is obtained from State Highway Dept. in Phoenix or branches of the Highway Dept. in other cities at a fee of \$2. Written and oral examinations plus eye tests and driving tests are required.

Auto must be registered annually with the county assessor's office in county of residence. Deadline date for registration is midnight 31 December with a period of grace to midnight on the following 30 January. Fee is \$3.50. If auto is registered after 1 July, the fee is \$2. Vehicle inspection is not required.

• **ARKANSAS:** Driver's license expires annually on 31 December and may be obtained from the Motor Vehicle Division, Department of Revenue, Little Rock, at a fee of \$1. Written and oral examinations plus driving tests and eye tests are required for the original license.

Auto must be registered annually with the Revenue Inspector in the appropriate county seat. Deadline date for registration is midnight 31 December with a period of grace to midnight the following 31 January. Registration fee is 6½ cents per horsepower plus weight tax. Vehicles weighing 3500 pounds or less are taxed at the rate of 27½ cents per 100 pounds or fraction thereof; from 3501 to 4500 pounds it is 30 cents per 100 pounds; and over 4500 pounds 32½ cents per 100 pounds. There is a one-half reduction in this fee on 1 July and a three-quarters reduction on 1 October. No vehicle inspection required.

• **CALIFORNIA:** Driver's license expires four years from date of issuance and can be obtained from the Division of Driver's Licenses, Department of Motor Vehicles or its branch offices at a cost of \$3. Written, road sign, vision and driving tests are all required for the original license.

Application for auto registration must be made to the Department of Motor Vehicles, Sacramento, or any of its branch offices. The Registration

fee is a flat \$8 plus a vehicle license fee in lieu of property tax which runs \$2 per \$100 of the market value of the auto. Deadline date for registration is midnight 31 December, with no period of grace. Vehicle inspection is not required.

- **COLORADO:** Driver's license is good for three years and expires on licensee's birthday. License is obtained from the clerk's and recorder's office of the county of residence except in Denver, where it can be obtained through the State Motor Vehicle Department at a fee of \$1. Written, oral, driving and eye tests are required for original license. An eye test is required for renewals.

Application for auto registration must be made to the office of the county clerk and recorder of your county of residence, except in Denver where it is made to the office of the Manager of Revenue. Registration fees run according to the weight of the auto. Cars up to 2600 pounds, \$5; 15 cents for each additional 100 pounds from 2600 to 4500 pounds and 60 cents for each 100 pounds above 4500. Deadline date for registration is midnight, 31 December, with no official period of grace. Vehicle inspection is required twice a year, at the time plates are put on, and again on 1 July.

- **CONNECTICUT:** Driver's license expires on 30 April of each year and is obtained from the Dept. of Motor Vehicles in Hartford or in one of the 10 branch offices of the Dept. located in principal cities. The fee is \$3 plus \$2 for examination upon issuance of the first license. Renewals run to \$3. Written, oral, eye and driving tests are required for original license.

Application for registration also must be made to the Dept. of Motor Vehicles, Hartford, or to one of the 10 branch offices of the Dept. Registration fee is determined by weight. Cars weighing up to 3500 pounds, \$7; 3501 to 4500, \$9; over 4500, \$11. There is a one-half reduction in this fee after 1 October. Deadline date for registration is 28 February with no period of grace. There is an annual voluntary inspection at authorized garages plus "spot inspections" on the highways by uniformed motor vehicle inspectors.

- **DELAWARE:** Driver's license is good for two years, expiring on



"What'll we do now? . . . It says to pass it on to ten readers."

licensee's birthday and may be obtained from the Motor Vehicle Division, Dover, or branch offices in Wilmington and Georgetown at a fee of \$4. Written and driving tests are required for the original license. Servicemen having Delaware license at time of entry into service may drive in the state until 90 days after discharge, provided license has not been revoked or suspended and serviceman is not incapacitated.

Application for auto registration is made to either the Motor Vehicle Division in Dover or the branch offices in Wilmington and Georgetown. Registration fee for a 12-month period is \$10 for a car weighing 4000 pounds or less and \$16 for a car weighing over 4000. Six-month period fees are one-half of the 12-month period fee, plus \$1. Three-month period fees are one-fourth of the 12-month period fee plus \$1. Deadline dates for plate inserts are midnight on 31 March, 30 June, 30 September and 31 December, with no period of grace. Vehicle inspection is required once a year at state owned and operated inspection stations at no charge.

- **DISTRICT OF COLUMBIA:** Driver's license is good for three years from date of issuance and can be obtained from the Department of Vehicles and Traffic at a fee of \$3. Written, oral, driving and eye tests are required for the original license.

Application for auto registration must be made to the Department of Vehicles and Traffic. Registration fees are judged by weight. Autos up to 3500 pounds, \$5; from 3501 to 4500, \$8; over 4500, \$12. Deadline

date for registration is midnight 31 March with no period of grace. Vehicle inspection is required once a year at a fee of \$1.

- **FLORIDA:** Driver's license expires annually on 30 September and license is renewable upon payment of fee without new examination. They are obtained from the County Judge's office in county of residence at a fee of \$1. Written, vision and road driving tests are required for the original license. Servicemen may renew driver's license without examination or delinquent fee upon presentation within 90 days after discharge.

Application for auto registration must be made to the Motor Vehicle Commissioner in Tallahassee or authorized agents throughout the state. Registration fees are based on the weight of the car, \$5 for those under 2000 pounds; \$10 for those between 2000 and 2500 pounds; \$15 for those between 2500 and 3500 pounds; \$20 for those between 3500 and 4500 pounds; and \$25 for all over 4500 pounds. Deadline date for registration is midnight 5 February with a period of grace until midnight the following 20 February. No vehicle inspection is required.

- **GEORGIA:** Driver's license can be obtained from the Department of Public Safety in Atlanta and is good until suspended, cancelled or revoked, at a fee of \$1; family license 50 cents additional for spouse and 25 cents for each minor dependent. Driving, eye and written tests are required for original license.

Application for auto registration can be obtained from the Department of Revenue, Motor Vehicle License Unit, Atlanta. Registration fees for autos weighing 2500 pounds or less is \$1.50; for those over 2500 pounds it is \$1.50 plus \$1 for each additional 500 pounds or fraction thereof. Deadline date for registration is midnight 31 December with a period of grace to midnight 31 March. No vehicle inspection is required.

- **IDAHO:** Driver's license is good for two years expiring on licensee's birthday and may be obtained from the Sheriff in the various counties at a fee of \$2. Written and driving tests are required.

Application for registration must be made to the county assessor's

office in the county of residence. Registration fees are a flat \$5. Deadline date for registration is 14 January with no official period of grace. No vehicle inspection is required.

• **ILLINOIS:** Driver's license good for three years from date of issuance may be obtained from the Secretary of State's Office, Springfield at a fee of \$1. A written examination, driving and eye tests are required for the original license.

Application for auto registration must be made to Secretary of State, Springfield. The registration fees are based on the horsepower of the auto; 25 h.p. and less, \$6.50; between 25 and 35 h.p., \$10.50; between 35 and 50 h.p., \$17; over 50 h.p., \$22. A half-year fee is charged if vehicle is purchased after 1 July. Deadline date for registration is 31 December with no legal period of grace, however, an extension of time may be allowed if application is filed before 31 December. No vehicle inspection required by state however cities of over 40,000 population may provide for compulsory inspection of passenger cars.

• **INDIANA:** Driver's license good for two years from most recent birthday may be obtained from any license branch of the Department of Motor Vehicles at a fee of \$1.25. Written examination, driving test and eye tests are required for original license.

Application for auto registration must be obtained in the county of residence from the Department of Vehicles. Registration fees are based on the horsepower and weight of the auto; less than 25 h.p. and less than 2500 pounds, \$7; less than 25 h.p. and between 2500 and 3000 pounds, \$8; less than 25 h.p. and between 3000 and 3500 pounds, \$9; less than 25 h.p. and 3500 pounds or more \$10; 25 h.p. or more and less than 2500 pounds, \$10; 25 h.p. or more and between 2500 and 3000 pounds, \$11; 25 h.p. or more and 3500 pounds or more, \$12. Fees are reduced one-half on 1 August. Deadline date for auto registration is midnight 28 February, with no period of grace. No vehicle inspection is required.

• **IOWA:** Driver's license expiring two years from licensee's birthday can be obtained from either the Department of Public Safety in Des

Moines or one of the examiners in all county seats and principal cities at a fee of \$1.50. Written, driving and eye tests are required for the original license. All applicants are required to pass a satisfactory vision test to obtain a new or renewed license.

Application for auto registration must be made with the County Treasurer in county of residence. Applicant must have a permanent Iowa address. Registration fees are 40 cents per hundred-weight, plus additional tax as follows: first five years of registration, 1 per cent of list price; sixth year, 3/4 of 1 per cent of list price; seventh and eighth year, 1/2 of 1 per cent of list price; subsequent years 1/10 of 1 per cent of list price. Monthly reduction of 1/12 of total tax for late registration. There is a deadline date for registration of midnight 31 December with a period of grace until midnight the following 31 January. There is no state vehicle inspection but cities and towns may provide for compulsory inspection.

• **KANSAS:** Driver's license expires on 1 July of odd years and may be obtained from the Driver's License Division, Motor Vehicle Commission, Topeka at a fee of \$1. Written, driving and vision tests are required for original license. Non-resident servicemen operating with Kansas vehicle registration must also have Kansas driver's license.

Application for auto registration can be made in the County Treasurer's office in the county of residence. Registration fees are \$6.50 plus 35 cents per 100 pounds of gross weight in excess of 2050 pounds. Quarterly reductions are granted on cars acquired after beginning of registration year. Deadline date for registration is midnight 31 December with a

period of grace until the following 15 February. No vehicle inspection required.

• **KENTUCKY:** Driver's license issued biennially. Names beginning with initials "A" through "K" renew in even years; names beginning with initials "L" through "Z" renew in odd years. New drivers and residents secure licenses to next biennial period in accord with name group. They are obtained from the circuit court clerk of the county of residence at a fee of \$1 for one year, \$2 for two years. Penalty for late renewal is \$1. Written, driving, vision, hearing and physical disability tests are required for original license.

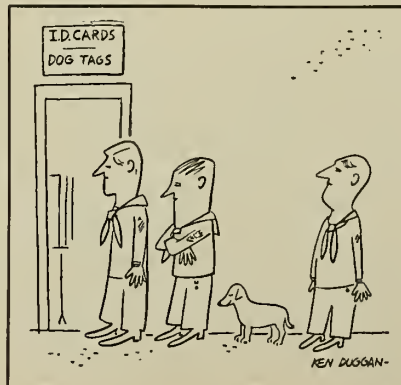
Application for auto registration must be made to the County Clerk in county of residence. Registration fee is \$4.50 plus a 50 cents clerk's fee. Deadline date for registration is midnight 31 December with a period of grace to midnight 1 March. No vehicle inspection is required.

• **LOUISIANA:** Driver's license is good for one year from date of issuance and is obtained from the Driver's License Division, Department of Public Safety, Baton Rouge, at a cost of \$1, except in cities of over 300,000 where it costs \$2. Oral, written, eye and driving tests are required of all new applicants.

Application for auto registration must be made to the Department of Revenue, Motor Vehicle Division, Baton Rouge. Registration fee is a flat \$3 with no periodic reductions. Deadline date for registration is 31 December with a period of grace until midnight 6 February. Vehicle inspection is required in New Orleans parish only.

• **MAINE:** Driver's license expires annually on 31 December and can be obtained from the Motor Vehicle Division, Office of Secretary of State, at a fee of \$2. Oral, written, eye and driving tests are required for the original license.

Application for auto registration must be made to the Motor Vehicle Division, Office of Secretary of State. Registration fee is based on horsepower. Cars of 17 h.p. or less \$10; 18 to 24 h.p., \$12; 25 to 30 h.p., \$14; 31 h.p. and over, \$16. All fees are reduced one-half on 1 September. Deadline date for registration is midnight 31 December with a period



of grace until midnight the following 28 February. Vehicle inspection is required twice a year, during months of April and October.

• **MARYLAND:** Driver's license is good until suspended or revoked and can be obtained from the Department of Motor Vehicles, Baltimore at a fee of \$3.50. Written, eye and driving tests are required.

Application for auto registration must be made to the Department of Motor Vehicles, Baltimore. Registration fees are based on weight. Those autos with a manufacturer's shipping weight of 3700 pounds or less, \$15; over 3700 pounds, \$23. Both fees are reduced one-half on 1 October. Deadline date for registration is 31 March with no period of grace. Vehicle inspection is not required.

• **MASSACHUSETTS:** Driver's license expires two years from the date of issuance and can be obtained from the Registry of Motor Vehicles in Boston or branch offices at a cost of \$8 for original license (\$5 for license and \$3 for examination). Renewal fee is a flat \$5. Oral, driving and eye tests are required for original license. Servicemen whose license expired while in military service may operate on the expired license until 60 days after the termination of his service (by honorable discharge).

Application for auto registration must be made to the Registry of Motor Vehicles in Boston or branch offices. However, due to state's compulsory insurance law, registration applications must be certified by an insurance company or agent, before being presented to the registry. Registration fees are based on horsepower. Autos with less than 30 h.p., \$4.50; 30 to 40 h.p., \$6.50; 40 to 50 h.p., \$9; 50 h.p. and over \$11.50. There is a one-half reduction on all cars registered after 30 September. Deadline date for registration is midnight 31 December with no period of grace. Vehicle inspection is required twice a year during the months of April and October.

• **MICHIGAN:** Driver's license good for three years and expiring on licensee's birthday can be obtained by applying in person to sheriffs and their deputies or Chiefs of Police. Original fee is \$3, renewal fee \$1.50. A written or oral exam, vision and road tests are required for original license. For renewals only the vision



C. W. Keiningham, SK3, USN

test is required.

Application for auto registration must be made to the Office of Secretary of State or any authorized agency located throughout state. Registration fee is 35 cents per hundred pounds and is reduced by one-half after 1 September. Deadline date for registration is 28 February with no period of grace. No vehicle inspection is required.

• **MINNESOTA:** Driver's license good for four years is renewable on licensee's birthday. Licenses can be obtained from the Driver's License Department, St. Paul, for a \$1 fee. Written, eye and driving tests are required for original license. For servicemen having valid Minnesota license upon entry into service, their license remains valid until 90 days after discharge or release.

Application for auto registration must be made to the Secretary of State in St. Paul or authorized deputies located throughout the state. Registration fees are based on weight. Rates are graduated from \$5 for autos under 801 pounds to \$75 for those over 5000 pounds. The tax is the same for the first three years of use with a reduction occurring every three years thereafter. Deadline date for registration is midnight 31 December, with no period of grace. No state vehicle inspection is required.

• **MISSISSIPPI:** Driver's license good for two years can be obtained

from the Commissioner of Public Safety, Jackson, at a fee of \$2. Oral, driving and eye tests are required for the original license.

Application for auto registration must be made to the Sheriff and Tax Collector of the county in which the registration is to be made. Registration fees are based on weight and horsepower. The rate is 30 cents per hundred pounds of gross weight, plus 10 cents per horsepower, plus a \$1 tag fee. Deadline date for registration is midnight 31 October with no period of grace. Vehicle inspection is required at least once a year.

• **MISSOURI:** Driver's license good for three years can be obtained from the Drivers' License Division, Department of Revenue in Jefferson City or any branch office, for a fee of \$1. Written, visual, sign and driving tests are required for original license or if license has been expired for more than 60 days. Servicemen stationed outside state may renew Missouri license by mail.

Application for auto registration must be made to the Department of Revenue in Jefferson City or branch offices. Registration fees are based on horsepower. Vehicles with less than 12 h.p., \$5; between 12 and 24 h.p., \$8.50; between 24 and 36 h.p., \$11; between 36 and 48 h.p., \$20; between 48 and 60 h.p., \$25; between 60 and 72 h.p., \$31.50 and 72 h.p. and over, \$37.50. All registrations are made for a 12-month period without regard to calendar year. Deadline date is date of expiration of current registration. Vehicle inspection not required.

• **MONTANA:** Driver's license good for two years and expiring on licensee's birthday can be obtained from the County Treasurer's office in the county of residence at a fee of \$3. Written examination and eye tests are required for all new drivers and in some cases a driving test is required for old drivers.

Application for auto registration must be made to the County Treasurer's office in county of residence. Registration fees are based on weight. Autos weighing 2850 pounds or under, \$5; over 2850 pounds \$10. Deadline date for registration is midnight 31 December with a period of grace to midnight 1 February.

• **NEBRASKA:** Driver's license good for two years and expiring on

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

1. (a) Thirty to 60 seconds.
2. (b) Forty-five to 60 days.
3. (a) Naval aviation observer.
4. (c) 1922.
5. (c) Negat.
6. (a) Six.

1 September of the odd-numbered years can be obtained at the County Court House at a fee of \$2. Written, driving and vision tests are required for original license. Servicemen holding Nebraska license at the time of entrance to the Armed Services and whose license has expired while in service, may have their permit renewed without examination within 60 days of discharge.

Application for auto registration must be made to the County Treasurer. Registration fees are based on the advertised shipping weight of the auto. Cars under 3000 pounds, \$6; 3000 pounds and over, \$8. There is a reduction of one-half on any auto acquired after 1 July. Deadline date for registration is midnight 31 December with a period of grace until midnight 15 February. No vehicle inspection required.

• **NEVADA:** Driver's license good for two years and expiring on licensee's birthday in the odd numbered years can be obtained from the Driver's License Division, Public Service Comm., Carson City, at a fee of \$1. Written, law, sign recognition, eye and driving tests are required. Servicemen who have a Nevada license may continue to use such license while in active service during national emergency.

Application for auto registration must be made to the county assessor's office in county of residence. Registration fee is a flat \$7.50 with no periodic reductions. Deadline date for registration is midnight 31 December with a period of grace until midnight the following 31 January. There is a \$3 penalty for late registration. No vehicle inspection is required.

• **NEW HAMPSHIRE:** Driver's license expiring on the second anniversary of the holder's birthday following date of issuance can be obtained from the Motor Vehicle Department, Concord, at a fee of \$5. Written, oral, eye and driving tests are required for the applicant's original license.

Application for auto registration must be made to the Motor Vehicle Department, Concord. New registration fees, which become effective in April 1954, are based on the cars weight with a minimum fee of \$12. Autos weighing between 3500 and 4200 pounds, \$15.50; between 4200 and 5000 pounds, \$19.50; between



"We been here two hours now . . . and I ain't heard nothin' through this grapevine yet."

5000 and 6000 pounds, \$25; between 6000 and 8000 pounds, 50 cents for each 100 pounds; anything over 8000 pounds 60 cents for each 100 pounds. There is a reduction of one-half after 1 December. Deadline date for registration is midnight 31 March with no period of grace. Vehicle inspection is required twice a year, once during the month of May and again in October.

• **NEW JERSEY:** Driver's license which expires annually on 31 March can be obtained from authorized agencies throughout the state at a fee of \$3. Written, eye and driving tests are required for the original license.

Application for auto registration must be made to authorized agencies of the Motor Vehicle Division located throughout the state. Registration fees are based on horsepower. Autos with between 10 and 29 h.p., 40 cents per h.p.; 30 h.p. or over, 50 cents per h.p. Fee is reduced one-half on 1 October. Deadline for registration is midnight 31 March with no period of grace. Vehicle inspection is required twice a year at various stations throughout the state. Notice is given by mail and the fee is 50 cents.

• **NEW MEXICO:** Driver's license can be obtained for either two or three year periods, expiring on 31 December as appropriate. The licenses are issued by the Driver's License Division, State Police Bldg., Santa Fe, at a fee of \$1. Written, driving and eye tests are required for original license.

Application for auto registration must be made to the Motor Vehicle

Division, Santa Fe. Auto registration fees when a car has not been previously registered in any state for at least a year are \$18 plus \$2 per 100 pounds in excess of 2400. There is a sliding scale for older cars previously registered. Quarterly reductions are granted. Deadline date for registration is midnight 31 December with a period of grace to midnight the following 2 March. Vehicle inspection is required twice a year and the fee is \$1.

• **NEW YORK:** Driver's license good for three years and expiring 30 September can be obtained from the Bureau of Motor Vehicles in Albany or any authorized agent in county of residence, at a fee of \$5. Written, driving and eye tests are required for the original license. Servicemen who entered military service on or after 25 June 1950 may continue to use operator's license until 30 September next succeeding either the expiration of the New York State Defense Emergency Act or 60 days after separation from service, whichever occurs first.

Application for auto registration must be made to the Bureau of Motor Vehicles in Albany or New York City, or to any of the county branch offices. Registration fees are 50 cents per hundredweight up to 3500 pounds, 75 cents per each additional hundredweight. There is a one-half reduction on 1 July and a three-quarters reduction on 1 October. Deadline date for registration is midnight 31 December with a period of grace until midnight the following 1 February. No vehicle inspection is required.

• **NORTH CAROLINA:** Driver's license which expires every four years on licensee's birthday can be obtained from the Department of Motor Vehicles, Raleigh, at a fee of \$2. Written exam, driving, road sign and vision tests are required. All drivers must take the re-examination every four years. Servicemen stationed outside the state may renew their North Carolina drivers license by mail. The application must be endorsed by the man's CO.

Application for registration must be made to the Department of Motor Vehicles, Raleigh. Registration fees are based on weight. Vehicles weighing 3500 pounds or less, \$10; between 3501 and 4500 pounds \$12; 4501 and over \$15. Quarterly

reductions are granted. Deadline date for registration is midnight 31 December with a period of grace until midnight the following 31 January. The only vehicle inspection is that required of used vehicles from out of state.

• **NORTH DAKOTA:** Driver's license good for two years, expiring on 30 June of each odd year can be obtained from the State Highway Department, Bismarck, for a fee of \$2. Examination and driving tests are required for all new applicants.

Application for auto registration must be made to the Motor Vehicle Department, Bismarck. Registration fees are on a sliding scale according to weight, ranging from \$15 for autos weighing 2399 pounds or less to \$185 for vehicles weighing over 9000 pounds. Deadline date for registration is 31 December with no period of grace. No vehicle inspection is required.

• **OHIO:** Driver's license good for three years and expiring on licensee's birthday can be obtained from the Registrar of Motor Vehicles or local deputies at a fee of \$1. Written, oral, driving and eye tests are required for the original license and renewal applications made more than three months after expiration of previous license. Servicemen on leave are not required to have drivers license. When discharged, servicemen are granted six months' period of grace to renew driver's license without undergoing examination provided they were properly licensed at time of entry into the service.

Application for auto registration must be made to the Registrar of Motor Vehicles or local deputies. Registration fee is a flat \$10 with quarterly reductions granted. Deadline date for registration is midnight 31 March with no period of grace. No vehicle inspection is required.

• **OKLAHOMA:** Driver's license good for two years expiring on month of birth can be obtained from the Department of Public Safety, Oklahoma City, or authorized agencies throughout the state at a fee of \$3. Oral, driving and eye tests are required for original license.

Application for registration must be made to the Motor Vehicle Division, Oklahoma Tax Commission, Oklahoma City, or local authorized

agencies. Registration fees are based on the delivered price of the vehicle and vary over the years. It is advisable to query the tax commission, stating age and price of car, for further details. Deadline date for registration is midnight 31 December with a period of grace until midnight 31 January. No vehicle inspection except on out-of-state vehicles being registered for first time in Oklahoma.

• **OREGON:** Driver's license good for two years and expiring on licensee's birthday can be obtained from the Secretary of State, Driver's License Division, Salem, or authorized agents throughout the state for \$1.50. Written, driving and eye tests are required for original license.

Application for auto registration must be made to Secretary of State, Motor Vehicle Division, Salem, or authorized agents located throughout the state. The registration fee is a flat \$10. Deadline date for registration is on a monthly schedule according to the time of first registration. There is no official period of grace. No vehicle inspection is required.

• **PENNSYLVANIA:** Driver's license expiring annually at midnight on 31 January can be obtained from the Director, Bureau of Motor Vehicles, Harrisburg, at a fee of \$4, \$1 for renewals. Oral, driving and eye tests are required for original license. Servicemen having Pennsylvania driver's license upon entrance into the service may drive on such license during their period of service and have renewal at any time up to one year after honorable discharge.

Application for auto registration must be made to Director, Bureau of Motor Vehicles, Harrisburg. The registration fee is a flat \$10 for all passenger cars with a one-half reduction on 1 October and a three-quarters

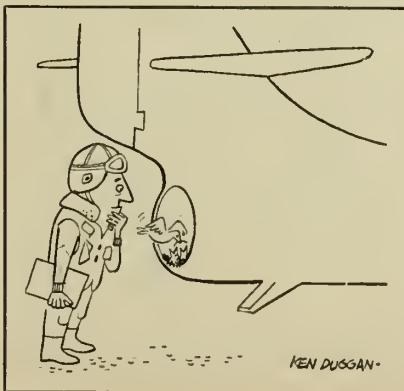
reduction on 1 January. Deadline date for registration is midnight 31 March with no period of grace. A vehicle inspection is required twice a year.

• **RHODE ISLAND:** Driver's license expiring annually on 30 September can be obtained from the Registry of Motor Vehicles, Providence, or at sub-stations located in Newport, Westerly and Woonsocket at a fee of \$4, renewals \$2. Written, eye and driving tests are required for the original license. Servicemen may secure special operator's license issued in exchange for valid Rhode Island license at no cost. Special license is good for the term of service and 30 days after.

Application for auto registration must be made to the Registry of Motor Vehicles, Providence, or sub-stations located in Newport, Westerly and Woonsocket. Registration fees are based on weight. Cars weighing 2500 pounds or less, \$8; between 2501 and 3000 pounds, \$9; 3001 and 3500 pounds, \$10; between 3501 and 4000 pounds, \$12; between 4001 and 4500 pounds, \$14; between 4501 and 5000 pounds, \$16; between 5001 and 5500 pounds \$18. Gross weight is computed on the light weight plus 150 pounds for each passenger capacity. Quarterly reductions are granted. Deadline date for registration is midnight on 31 March with no period of grace. No vehicle inspection is required.

• **SOUTH CAROLINA:** Driver's license good for four years expiring on 30 June in the fourth year after issuance can be obtained from any of the Highway Patrol offices located in various cities throughout the state at a fee of 50 cents. Written, oral and driving tests are required for original license. Servicemen may continue to use current South Carolina operator's license until 90 days after discharge.

Application for auto registration must be made to the Director, Motor Vehicle Division, Columbia, S. C. Registration fees are based on weight of the vehicle. Autos weighing under 2000 pounds, \$2.20; each additional 500 pounds above 2000, or fraction thereof, \$1. No periodic reductions unless the auto is registered in the state for the first time during the last month of current registration



year. Deadline date for registration is midnight 31 October with no period of grace. No vehicle inspection is required.

• **SOUTH DAKOTA:** Driver's license good for two years from date of issuance can be obtained from the County Treasurer in county of residence at a fee of 50 cents. No tests are reported but may be required.

Application for auto registration must be made to the County Treasurer in county of residence. Registration fees are based on weight and vary from \$18 for cars under 2000 pounds to \$75 for cars weighing between 5501 and 6000 pounds. There is a one-half reduction on cars acquired after 1 July and three-fourths reduction on cars acquired after 1 October. Deadline date for registration is midnight 31 March with no period of grace. There is no vehicle inspection required.

• **TENNESSEE:** Driver's license expiring on 1 July of each odd year can be obtained from the County Court Clerk in county of residence at a fee of \$2. Written, driving and eye tests are required.

Application for auto registration must be made to County Court Clerk in county of residence. Registration fees are based on weight. Autos weighing less than 3500 pounds, \$7.50; those in excess of 3500 pounds, \$10. There is a reduction of one-half after 1 April and before 1 September. Deadline date for registration is midnight 1 April with no period of grace. Vehicle inspection is held by certain cities but not by the state.

• **TEXAS:** Driver's license good for two years from date of issuance can be obtained from Headquarters Office, Austin, at a fee of \$1. Oral, written, eyesight and driving tests are required for the original license.

Application for auto registration must be made to the Tax Assessor-Collector in county of residence. Registration fees are based on the weight of the auto. Cars weighing between 1000 and 2000 pounds, 28 cents per hundredweight; between 2001 and 3500 pounds, 36 cents per hundredweight; 3501 to 4500 pounds, 48 cents per hundredweight; over 4500 pounds, 50 cents per hundredweight. Monthly reductions are granted. Deadline date for registration is midnight 1 April with

no period of grace. Vehicle inspection is required once a year at official inspection stations at a fee of \$1.

• **UTAH:** Driver's license, which is renewed every five years, can be obtained from the Utah Department of Public Safety, Salt Lake City, at a fee of \$2. Written, driving and eye tests are required for the original license.

Application for auto registration must be made to the Registration Department, Motor Vehicle Division, Salt Lake City. Registration fee is a flat \$5 with a one-half reduction on 1 July. Deadline date for registration is midnight 31 December with a period of grace until midnight the following 28 February. Vehicle inspection is required once or twice a year on dates set by the State Road Commission. There is an inspection fee of 50 cents.

• **VERMONT:** Driver's license expiring annually on the eve of applicant's birthday can be obtained from the Motor Vehicle Department, Montpelier, at a fee of \$2.50. Written, driving and eye tests are required for original license. Servicemen having valid Vermont license when entering service may continue to use license while in the service and for 30 days after discharge.

Application for auto registration must be made to the Motor Vehicle Department, Montpelier. Registration fees on 1937 or earlier models of all autos weighing under 2500 pounds or less, \$18; all other passenger cars, \$26. There is a one-half reduction on 1 October and a three-fourths reduction on 1 January. Deadline date for registration is midnight 31 March with no period of grace. Vehicle inspection is required

twice a year in May and October at state approved privately owned inspection stations.

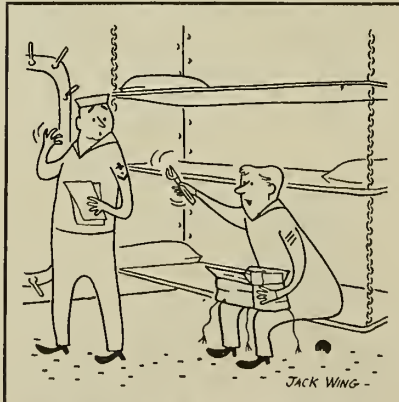
• **VIRGINIA:** Driver's license expiring three years from applicant's birthday can be obtained from the Division of Motor Vehicles, Richmond, at a fee of 50 cents. Oral, written, driving and eye tests are required for original license. Licenses issued to servicemen stationed outside Virginia and due to expire after 14 Mar 1952 remain valid until 6 months after discharge or relocation of serviceman in state.

Application for auto registration must be made to the Division of Motor Vehicles, Richmond. Registration fee is a flat \$10, reduced to \$5 after 1 October and \$3 after 16 January. Deadline date for registration is midnight 31 March with a period of grace until midnight 15 April. Vehicle inspection is required twice a year.

• **WASHINGTON:** Driver's license good for two years and expiring on licensee's birthday can be obtained from the Director, Driver's License Division or State Patrol offices at a fee of \$3. Written, oral, and driving tests are required for original license or for renewal of license which expired over four years prior to date of application. Servicemen having valid Washington license upon entry into service may drive on that license for the duration of their service and 90 days after discharge.

Application for registration must be made to the Department of Licenses, Motor Vehicle Division, Olympia, or to authorized agencies located in each county. The registration fee is a flat \$5.60 with no periodic reductions. Deadline date for registration is midnight 31 December with no period of grace. Servicemen returning from duty in China, Japan or Korea with an auto may drive through Washington without plates if they entered the States at Seattle. Presentation of transfer orders will be accepted in lieu of a license plate. There is no vehicle inspection required.

• **WEST VIRGINIA:** Driver's license good for four years from date of issuance can be obtained from the Department of Motor Vehicles, Charleston, at a fee of \$1. Oral, driving and eye tests are required for original license. Servicemen whose



"Guess Mom got the wrong impression of 'tin can' duty."

license expired while in the military service may operate on their license until six months after honorable discharge.

Application for auto registration must be made to the Department of Motor Vehicles, Charleston, or authorized agencies. Registration fees are \$11 for the first 2000 pounds and 60 cents for each additional 100 pounds. Quarterly reductions are granted. Deadline date for registration is midnight 30 June with no period of grace. A vehicle inspection is authorized but not required, however, State Police hold tests unannounced from time to time on the highways.

• **WISCONSIN:** Driver's license good for four years from date of issuance can be obtained from the Registration Division, Motor Vehicle Department, Madison, at a fee of \$2. Written, driving and eye tests are required for original license. Servicemen having valid Wisconsin license at time of entry into service, whose license expires while on active duty, may at any time within six months from date of discharge apply for a renewal license at a fee of 25 cents.

Application for auto registration must be made to the Registration Division, Motor Vehicle Department, Madison. Registration fee is a flat \$16, unless auto had previously been registered in Wisconsin at a lower rate. Such being the case the fee is the same as the original rate. Operating on a staggered basis, deadline date for registration is the last day of each month. There is no vehicle inspection required.

• **WYOMING:** Driver's license expiring every three years on licensee's birthday can be obtained from the Motor Vehicle Division, Cheyenne, at a fee of \$1. Written, eye and driving tests are required for the original license.

Application for auto registration must be made to the County Treasurer in county of residence. Registration fees are a flat \$5 with reductions on 1 July and 1 December. Deadline date for registration is midnight 31 December with a period of grace until midnight on the following 1 February. No vehicle inspection is required.

• **ALASKA:** Driver's license expires annually on 31 December of even numbered years and may be ob-



"Well, it's addressed to the commissary, like the rest of our supplies."

tained from the Department of Taxation, Juneau, at a fee of \$4 for a two-year period and \$2 for single year or fractional part thereof. A written examination and road test may be required at the discretion of the Tax Commissioner.

Application for auto registration must be made to the Department of Taxation, Juneau. Registration fee is a flat \$10 for private passenger cars, reduced to one-half on cars acquired after 1 September. Deadline for registration is midnight 31 December with a period of grace until midnight the following 28 February. Territorial police are authorized to hold vehicle inspection at roadside, when there is reasonable cause to believe that the vehicle is unsafe.

• **CANAL ZONE:** Driver's license expiring three years from date of issuance may be obtained from the Chief, License Section, Balboa Heights, at a fee of \$1. Written, oral, vision, hearing and driving tests are required as well as a physical examination.

Application for registration must be made to the License Section, Balboa Heights. Registration fee is a flat \$5 with semi-annual reductions granted. Deadline for registration is 31 December with no period of grace. No vehicle inspection is required.

• **HAWAII:** Driver's license, good until revoked, can be obtained from the Honolulu Police Department at a fee of \$3. Written, driving and eye tests are required for original license.

Application for auto registration must be made to the office of the county treasurer. Registration fee is ½ cent per pound for passenger vehicles plus a plate fee of \$1 and a tab fee of 50 cents. Deadline for registration is midnight 31 December

with a period of grace until midnight the following 31 March. Vehicle inspection is required annually through any of the official testing stations.

• **PUERTO RICO:** Driver's license good for four years from date of issuance may be obtained from the Department of Public Works, San Juan, at a fee of \$6. Written and driving tests are required as well as a medical certificate stating that applicant is in good physical condition. Servicemen are permitted an unlimited period of stay in renewing their license.

Application for auto registration must be made to the Department of Public Works, Motor Vehicle Division, San Juan. Registration fees are based on horsepower. Autos up to 20 h.p., \$18; between 21 and 30 h.p., \$30; 31 h.p. or more; \$1.20 for each additional h.p. Monthly reduction of one-twelfth of total tax is granted for autos acquired after deadline for registration which is 30 June with a period of grace until the following 15 July. No vehicle inspection is required.

The Light that Failed— And the LSO Who Didn't

Ever try to thread a needle on a dark moonless night in the middle of an ocean?

That's just the way LT Roy E. Farmer, landing signal officer aboard the USS *Oriskany* (CVA 34), felt when he spotted a plane making a night approach without either landing or cockpit lights.

The ship was operating in the Straits of Fornosa and things looked bad until LT Farmer went into action. His paddles showed no hesitation as they went through their familiar gyrations.

Straining his eyes and using a sixth sense developed during his 79 months as an LSO he brought the plane in for a perfect landing.

Later in the ready room LT Thomas Derr, USN, pilot of the airplane, remarked to LT Farmer that he was glad his lights had been working. "They'd gone out once and I was afraid that if they went out again I might crash into the fantail," he said.

Things grew rather quiet when Farmer told Derr that his lights had been out all the time.

BOOKS:

MID-WINTER READING LIST OFFERS FACT AND FICTION

TALES of adventure in the far north, suspense yarns and historical volumes are to be found among the recent books selected for Navy readers by the BuPers library staff. Here are reviews of some of the latest:

• *Winter*, by Cornelius Osgood; W. W. Norton and Company.

Some 25 years ago, Cornelius Osgood set out on a northern trek up the Mackenzie River to Great Bear River and the fishery at Great Bear Lake. Employed as an ethnographer by the Canadian government, Osgood was to study primitive tribes.

During that period, the chief attractions of the barren region—if they can be called “attractions”—were the plentiful fish in the lake,

the herds of caribou and musk ox. (The following decade brought discoveries of valuable minerals, including pitchblende, which figures in atomic bomb production.)

As the writer points out in his foreword, his expedition, although a scientific failure, was quite rewarding from the standpoint of personal experience.

Osgood's book is not, therefore, a scientific chronicle. It is a collection, as he puts it, of “the little things, perhaps unimportant things, the predicaments in the process of learning to stay alive.”

You'll feel the biting, numbing cold as fish nets are set in the lake. You'll experience the strange “kinship” between man and his team of dogs—dogs which can exasperate you in one moment, save your life in the next.

The result is an exciting volume. It should interest most Navymen, especially those who have seen duty in the Arctic wastelands.

★ ★ ★

• *The House That Nino Built*, by Giovanni Guareschi; Farrar, Straus and Young.

Have you ever imagined what it might be like to be a best-selling author and, one day, have your 10-year-old son greet you with “A boy in my class says you write books. I'd like to read them.”?

Giovanni “Nino” Guareschi, author of *The Little World of Don Camillo*, describes this incident—and many others—with candor and humor in his collection of anecdotes stemming from his own experience as husband, father, writer.

Several chapters of *The House That Nino Built* deal with just that—Guareschi's home-building project and all of its ramifications—from mis-connected steam-pipes to non-drawing flues. Humor-filled pages, handled in the author's customary style, are the rule.

★ ★ ★

• *Captain John Smith*, by Bradford Smith; J. B. Lippincott Company.

For many years historians have had to rely on the prolific writings of Captain John Smith for con-

temporary accounts of life in colonial Virginia. This world traveler, adventurer, soldier and chronicler of his times has been the subject of at least two plays (*The Indian Princess*, 1808, and *Pocahontas*, 1830) and the romantic hero of many novels—some appearing as late as 1951.

As early as 1859, people doubted the veracity of Smith's writings. Appropriately enough for the mid-nineteenth century period, a North-South dispute arose over Smith: Charles Deane, a Boston scholar and merchant, denounced Smith's rescue of Pocahontas as pure fiction; Southerners, among them Patrick Henry's grandson, rose in defense of Smith. And so it goes.

This book is neither a denunciation of Smith's claims nor a hymn of praise of his accomplishments. It is, instead, an attempt to set aright the misconceptions, the inaccuracies, surrounding Smith's life.

Written in an interesting manner and carefully documented, this volume is well worth reading. It should interest the casual reader as well as the student of history.

★ ★ ★

• *Last Clear Chance*, by Burke Wilkinson; Little, Brown and Company.

Here's a rousing suspense thriller from the pen of ex-Navyman Burke Wilkinson.

It's his third novel dealing with Geoffrey Mildmay, adventurer and mysterious man-of-the-world.

Set in the Washington, D. C., area, the yarn involves Bill Stacy, a friend of Mildmay's who happens to be working as a civilian adviser to the Navy Department on submarine counter-measures; Jason Craig, multi-millionaire politician, Max Miracle, super-sleuth and spy-catcher; the Gale family — retired Commander Gale and his daughter Judy; and the unusual Lady Sylvia.

There is treason — spelled “communism”—in the air as Stacy watches the goings on of his friends and cohorts. But who are the traitors?

To tell much of the plot would be to rob the reader of the pleasure of finding out for himself how things really stand. Suffice it to say there are action, intrigue on many levels, and adventure ashore and afloat.

As a work of suspense, Wilkinson's novel is one of the best of its kind. Navymen will find it doubly interesting because of the salty flavor throughout.

SONGS OF THE SEA

All Hands Ahoy

When mid the howling of the storm,
Old ocean takes his wildest form,
And o'er the rocks with thunder loud
Spreads out his white and threat'ning shroud,
How solemn sounds the boatswain's cry,
While thro' the ship his mates reply:
All hands ahoy! all hands ahoy!
all hands! ahoy!
And when upon the foaming sea
The warship meets her enemy,
While o'er the taffrail proudly wave
The gleaming banners of the brave,
How cheering sounds that boatswain's cry,
While drums at quarters swift reply:
All hands ahoy! all hands ahoy!
all hands ahoy!

—Old Naval Song



ESCAPE OUT OF THE NORTH

COURAGEOUS TREK TO SAFETY—1855

Leaving behind the crumbling brig *Advance*, Navy Surgeon Elisha Kent Kane and his handful of heroic explorers made their tortuous way by small boats and sledges out of the frozen Arctic hundreds of miles to civilization.

Elisha Kent Kane, Passed Assistant Surgeon of the U. S. Navy, and his group of hardy explorers had come to the Arctic in the brig *Advance* in 1853 to try to find some trace of Sir John Franklin, an English explorer who with his party had disappeared into the northern wasteland several years previously.

But Kane's ship, after penetrating into Smith Sound near the 80th parallel, had itself become icebound, unable to move. Although only prepared to stay one year in the northland, the explorers stuck it out until the summer of 1855 in the hope of a thaw which never came.

Now, finally, Kane had decided that they could do no more good and that they had to strike out for the south. Scurvy and typhoid fever had already taken two victims.

In the party, in addition to Kane himself, was James McGary, second in command; Henry Brooks, boatswain; August Sontag, astronomer; Dr. I. I. Hayes, surgeon; and George Riley, William Morton, Amos Bonsall, John Wilson, Henry Goodfellow, George Stephenson, Thomas Hickey, William Godfrey, Charles Blake and George Whipple, seamen.

The band left the brig in May of 1855, making their way across the frozen sea with special sledges built to carry three small boats, another sledge to transport the sick. In the boats were what supplies and records of the expedition they could carry with them.

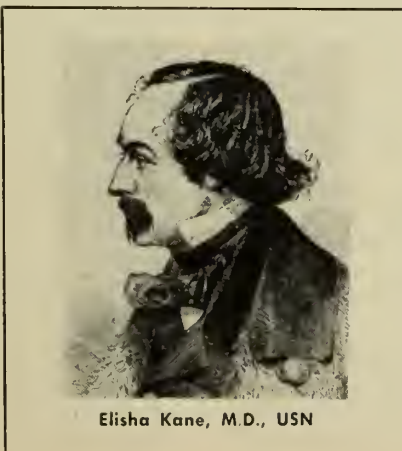
Across the ice—this sea is now known as "Kane Basin" in honor of the trek—the band had made their way 80 miles to Cape Alexander where they were aided by friendly Eskimos of Etah village. From here on to their destination, Upernavik to the south, it would be even tougher.

This is the story of how Kane and his men made their way among the ice floes, as told by Kane himself in his book *Arctic Explorations*, 1853, 1854, 1855. We pick up his story as the party leaves Cape Alexander.

ALL HANDS were called to prepare for embarking. The boats were stowed, and the cargo divided between them equally; the sledges unlashed and slung

outside the gunwales; and on Tuesday the 19th of June, at 4 P.M., with the bay as smooth as a garden-lake, I put off in the *Faith*. She was followed by the *Red Eric* on our quarter, and the *Hope* astern. In the *Faith* I had with me Mr. McGary, and Petersen. Hickey, Stephenson, and Whipple. Mr. Brooks was in the *Hope*, with Hayes, Sontag, Morton, Goodfellow, and Blake. Seamen Bonsall, Riley, and Godfrey made the crew of the *Eric*.

The wind freshened as we doubled the westernmost point of Cape Alexander, and, as we looked out on the expanse of the sound, we saw the kittiwakes and the ivory-gulls and



Elisha Kane, M.D., USN

ESCAPE OUT OF THE NORTH

Jagers dipping their wings in the curling waves. They seemed the very same birds we had left two years before screaming and catching fish in the beautiful water. We tried to make our first rest at Sutherland Island; but we found it so barricaded by the precipitous ice-belt that it was impossible to land. I clambered myself from the boat's mast upon the platform and filled our kettles with snow, and then, after cooking our supper in the boats, we stood away for Hakluyt.

It was an ugly crossing: we had a short chopping sea from the southeast; and, after a while, the red boat swamped. Riley and Godfrey managed to struggle to the *Faith*, and Bonsall to the *Hope*; but it was impossible to remove the cargo of our little comrade: It was as much as we could do to keep her afloat and let her tow behind us. Just at this time, too, the *Hope* made a signal of distress; and Brooks hailed us to say that she was taking water faster than he could free her.

The wind was hauling round to the westward, and we could not take the sea abeam. But, as I made a rapid survey of the area around me, studded already with floating shreds of floe-ice, I saw ahead the low gray blink of the pack. The margin of these large fields is almost always broken by inlets of open water, which give much the same sort of protection as the creeks and rivers of an adverse coast. We were fortunate in finding one of these and fastening ourselves to an old floe, alongside of which our weary men turned in to sleep without hauling up the boats.

In the morning of the 22nd we pushed forward through the snow-storm for Northumberland Island, and succeeded in reaching it a little to the eastward of my former landing-place. Myriads of auks greeted us, and we returned their greeting by the appropriate invitation to our table. A fox also saluted us with an admirable imitation of the "Huk-huk-huk," which among the Esquimaux is the never-unheeded call of distress; but the rascal, after seducing us a mile and a half out of our way, escaped our guns.

The next day gave us admirable progress. The ice opened in leads before us, somewhat tortuous, but, on the whole, favoring, and for sixteen hours I never left the helm. We were all of us exhausted when the day's work came to a close. Our allowance had been small from the first; but the delays we seemed fated to encounter had made me reduce them to what I then thought the minimum quantity, six ounces of bread-dust and a lump of tallow the size of a walnut: a paste or broth, made of these before setting out in the morning and distributed occasionally through the day in scanty rations, was our only fare. We were all of us glad when, running the boats under the lee of a berg, we were able to fill our kettles with snow and boil up for our great restorative, tea.

The next day's progress was slow and wearisome, pushing through alternate ice and water for the land-belt. We fastened at last to the great floe near the shore, making our harbor in a crack which opened with the changes of tide.

The imperfect diet of the party was showing itself more and more in the decline of their muscular power. They seemed scarcely aware of it themselves, and referred the difficulty they found in dragging and pushing to something uncommon about the ice or sludge rather

than to their own weakness. But, as we endeavored to renew our labors through the morning fog, belted in on all sides by ice-fields so distorted and rugged as to defy our efforts to cross them, the truth seemed to burst upon every one. We had lost the feeling of hunger, and were almost satisfied with our pasty broth and the large draughts of tea which accompanied it. I was anxious to send our small boat, the *Eric*, across to the *lumme* (bird) hill of Appah, where I knew from the Esquimaux we should find plenty of birds; but the strength of the party was insufficient to drag her.

We were sorely disheartened, and could only wait for the fog to rise, in the hope of some smoother platform than that which was about us, or some lead that might save us the painful labor of tracking. I had climbed the iceberg; and there was nothing in view except Dalrymple Rock, with its red brassy face towering in the unknown distance. But I hardly got back to my boat, before a gale struck us from the northwest, and a floe, taking upon a tongue of ice about a mile to the north of us, began to swing upon it like a pivot and close slowly in upon our narrow resting-place.

At first our own floe also was driven before the wind; but in a little while it encountered the stationary ice at the foot of the very rock itself. On the instant the wildest imaginable ruin rose around us.

The men sprang mechanically each one to his station, bearing back the boats and stores; but I gave up for the moment all hope of our escape. It was not a nip, such as is familiar to Arctic navigators; but the whole platform, where we stood and for hundreds of yards on every side of us, crumbled and crushed and piled and tossed itself madly under the pressure. I do not believe that of our little body of men, all of them disciplined in trials, able to measure danger while combating it,—I do not believe there is one who this day can explain how or why—hardly when, in fact—we found ourselves afloat. We only know that in the midst of a clamor utterly indescribable, through which the braying of a thousand trumpets could no more have been heard than the voice of a man, we were shaken and raised and whirled and let down again in a swelling waste of broken hummocks, and, as the men grasped their boathooks in the stillness that followed, the boats eddied away in a tumultuous *skeed* of ice and snow and water.

We were borne along in this manner as long as the unbroken remnant of the in-shore floe continued revolving,—utterly powerless, and catching a glimpse every now and then of the headland that looked down on us through the snowy sky. At last the floe brought up against the rocks, the looser fragments that hung round it began to separate, and we were able by oars and boat-hooks to force our battered little flotilla clear of them. To our joyful surprise, we soon found ourselves in a stretch of the land-water wide enough to give us rowing-room, and with the assured promise of land close ahead.

As we neared it, we saw the same forbidding wall of belt-ice as at Sutherland and Hakluyt. We pulled along its margin, seeking in vain either an opening of access or a nook of shelter. The gale rose, and the ice began to drive again; but there was nothing to be done but get a grapnel out to the belt and hold on for the rising tide. The *Hope* stove her bottom and lost part of her weather-boarding, and all the boats were badly chafed.

It was an awful storm; and it was not without constant exertion that we kept afloat, baling out the scud that broke over us, and warding off the ice with boat-hooks.

At three o'clock the tide was high enough for us to scale the ice-cliff. One by one we pulled up the boats upon a narrow shelf, the whole sixteen of us uniting at each pull. We were too much worn down to unload; but a deep and narrow gorge opened in the cliffs almost at the spot where we clambered up and, as we pushed the boats into it on an even keel, the rocks seemed to close above our heads, until an abrupt turn in the course of the ravine placed a protecting cliff between us and the gale. We were completely encaved.

Just as we had brought in the last boat, the *Red Eric*, and were shoring her up with blocks of ice, a long-unused but familiar and unmistakable sound startled and gladdened every ear, and a flock of eiders flocking the sky for a moment passed swiftly in front of us. We knew that we must be at their breeding-grounds; and, as we turned in wet and hungry to our long-coveted sleep, it was only to dream of eggs and abundance.

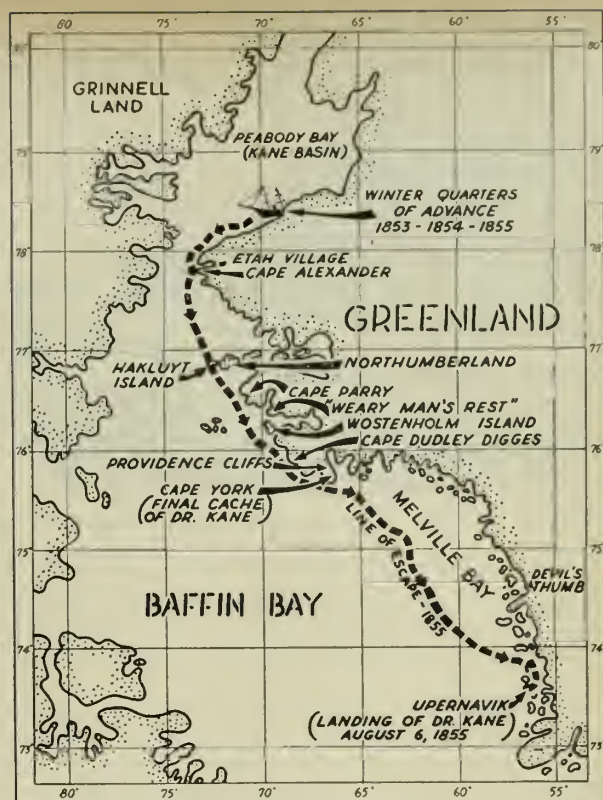
We remained almost three days in our crystal retreat, gathering eggs at the rate of twelve hundred a day. Outside, the storm raged without intermission, and our egg-hunters found it difficult to keep their feet; but a merrier set of gourmands than were gathered within never surfeited in genial diet.

On the 3rd day of July the wind began to moderate, though the snow still fell heavily; and the next morning, after a patriotic egg-nog, the liquor borrowed grudgingly from our alcohol-flask, and diluted till it was worthy of temperance praise,—we lowered our boats, and bade a grateful farewell to "Weary Man's Rest." We rowed to the southeast end of Wostenholm Island; but the tide left us there, and we moved to the ice-foot.

In the mean time, the birds, which had been so abundant when we left Dalrymple's Island, and which we had counted on for a continuous store, seemed to have been driven off by the storm. We were again reduced to short daily rations of bread-dust, and I was aware that the change of diet could not fail to tell upon the strength and energies of the party. I determined to keep in-shore, in spite of the barricades of ice, in the hope of renewing, to some extent at least, our supplies of game. We were fifty-two hours in forcing this rugged passage: a most painful labor, which but for the disciplined endurance of the men might well have been deemed impracticable.

Once through the barrier, the leads began to open again, and on the 11th we found ourselves approaching Cape Dudley Digges, with a light breeze from the north-west. It looked for some hours as if our troubles were over, when a glacier came in sight not laid down on the charts, whose tongue of floe extended still farther out to sea than the one we had just passed with so much labor. Our first resolve was to double it at all hazards, for our crews were too much weakened to justify another tracking through the hummocks, and the soft snow which covered the land-floes was an obstacle quite insuperable. Nevertheless, we forced our way into a lead of sludge, mingled with the comminuted ice of the glacier.

I again climbed the nearest berg,—for these ice-mountains were to us like the look-out hills of men at home,—and surveyed the ice to the south far on toward Cape York. My eyes never looked on a spectacle more painful. We were in advance of the season: the floes



MAP traces journey from Cape Alexander to Upernavik.

had not broken up. There was no "western water." Here, in a cul-de-sac, between two barriers, both impassable to men in our condition, with stores miserably inadequate and strength broken down, we were to wait till the tardy summer should open to us a way.

★ ★ ★

It was the 18th day of July before the aspects of the ice about us gave me the hope of progress. We had prepared ourselves for the new encounter with the sea and its trials by laying in a store of *lumme*; two hundred and fifty of which had been duly skinned, spread open, and dried on the rocks, as the *entremets* of our bread-dust and tallow.

In launching the *Hope* from the frail and perishing ice-wharf on which we found our first refuge from the gale, she was precipitated into the sludge below, carrying away rail and bulwark, losing overboard our best shot-gun, Bonsall's favorite, and, worst of all, that universal favorite, our kettle,—soup-kettle, paste-kettle tea-kettle, water-kettle, in one.

Our descent to the coast followed the margin of the fast ice. After passing the Crimson Cliffs of Sir John Ross, it wore almost the dress of a holiday excursion,—a rude one perhaps, yet truly one in feeling.

Our course, except where a protruding glacier interfered with it, was nearly parallel to the shore. The birds along it were rejoicing in the young summer, and when we halted it was upon some green-clothed cape near a stream of water from the ice-fields above.

This coast must have been a favorite region at one time with the natives,—a sort of Esquimaux Eden. We seldom encamped without finding the ruins of their habitations, for the most part overgrown with lichens, and exhibiting every mark of antiquity. One of these, in



WEEK of waiting, rest was spent at Providence Halt.

latitude $76^{\circ} 20'$, was once, no doubt, an extensive village. Cairns for the safe deposit of meat stood in long lines, six or eight in a group; and the huts, built of large rocks, faced each other, as if disposed on a street or avenue.

We reached Cape York on the 21st, after a tortuous but romantic travel through a misty atmosphere. Here the land-leads ceased, with the exception of some small and scarcely-practicable openings near the shore, which were evidently owing to the wind that prevailed for the time. Every thing bore proof of the late development of the season. The red snow was a fortnight behind its time. A fast floe extended with numerous tongues far out to the south and east. The only question was between a new rest, for the shore-ices to open, or a desertion of the coast and a trial of the open water to the west.

I called my officers together, explained to them the motives which governed me, and prepared to re-embark. The boats were hauled up, examined carefully, and, as far as our means permitted, repaired. The *Red Eric* was stripped of her outfit and cargo, to be broken up for fuel when the occasion should come. A large beacon-cairn was built on an eminence, open to view from the south and west; and a red flannel shirt, spared with some reluctance, was hoisted as a pennant to draw attention to the spot. Here I deposited a succinct record of our condition and purposes, and then directed our course south by west into the ice-fields.

By degrees the ice through which we were moving became more and more impacted; and it sometimes required all our ice-knowledge to determine whether a particular lead was practicable or not. The irregularities of the surface, broken by hummocks, and occasionally by larger masses, made it difficult to see far ahead; besides which, we were often embarrassed by the fogs. I was awakened one evening from a weary sleep in my fox-skins, to discover that we had fairly lost our way. The officer at the helm of the leading boat, misled by the irregular shape of a large iceberg that crossed his track, had lost the main lead some time before, and was steering shoreward far out of the true course. The little canal in which he had locked us was hardly two boats-lengths across, and lost itself not far off in a feeble zigzag both behind and before us: it was evidently closing, and we could not retreat.

Without apprising the men of our misadventure, I ordered the boats hauled up, and, under pretence of drying the clothing and stores, made a camp on the ice. A few hours after, the weather cleared enough for the first time to allow a view of the distance, and McGary and myself climbed the berg some three hundred feet high for the purpose. It was truly fearful: we were deep in the recesses of the bay, surrounded on all sides by stupendous icebergs and tangled floe-pieces.

There was but one thing to be done: cost what it might, we must harness our sledges again and retrace our way to the westward. One sledge had been already used for firewood; the *Red Eric*, to which it had belonged, was now cut up, and her light cedar planking laid upon the floor of the other boats; and we went to work with the *rue-raddies* as in the olden time.

It was not till the third toilsome day was well spent that we reached the berg which had bewildered our helmsman.

We hauled over its tongue, and joyously embarked again upon a free lead, with a fine breeze from the north.

Our little squadron was now reduced to two boats. The land to the northward was no longer visible; I was obliged to trust entirely to the compass. We had at least eight days' allowance of fuel on board; but our provisions were running very low, and we met few birds, and failed to secure any larger game. We saw several large seals upon the ice, but they were too watchful for us; and on two occasions we came upon walrus sleeping,—once within actual lance-thrust; but the animal charged in the teeth of his assailant and made good his retreat.

So far we had generally coasted the fast ice: it had given us an occasional resting-place and refuge, and we were able sometimes to reinforce our stores of provisions by our guns. But it made our progress tediously slow, and our stock of small-shot was so nearly exhausted that I was convinced our safety depended on an increase of speed. I determined to try the more open sea.

For the first two days the experiment was a failure. We were surrounded by heavy fogs; a southwest wind brought the outside pack upon us and obliged us to haul up on the drifting ice. We were thus carried to the northward, and lost about twenty miles. My party, much overworked, felt despondingly the want of the protection of the land-floes.

It is a little curious that the effect of a short allowance of food does not show itself in hunger. The first symptom is a loss of power, often so imperceptibly brought on that it becomes evident only by an accident. I remember our look of blank amazement as, one day, the order being given to haul the *Hope* over a tongue of ice, we found that she would not budge. At first I thought it was owing to the wetness of the snow-covered surface in which her runners were; but, as there was a heavy gale blowing outside, and I was extremely anxious to get her on to a larger floe to prevent being drifted off, I lightened her cargo and set both crews upon her. [Ordinarily] such a force would have trundled her like a wheelbarrow: we could almost have borne her upon our backs. Now with incessant labor and standing-hauls, she moved at a snail's pace.

The *Faith* was left behind, and barely escaped destruction. The outside pressure cleft the floe asunder, and we saw our best boat, with all our stores drifting rapidly away from us. The sight produced an almost hysterical

impression upon our party. Two days of want of bread, I am sure, would have destroyed us; and we had now left us but eight pounds of shot in all. Happily, before we had time to ponder our loss, a flat cake of ice eddied round near the floe we were upon: McGary and myself sprang to it at the moment, and succeeded in floating it across the chasm in time to secure her. The rest of the crew rejoined her by only scrambling over the crushed ice as we brought her in at the hummock-lines.

Things grew worse and worse with us: the old difficulty of breathing came back again, and our feet swelled to such an extent that we were obliged to cut open our canvas boots. But the symptom which gave me most uneasiness was our inability to sleep. A form of low fever which hung by us when at work had been kept down by the thoroughness of our daily rest: all my hopes of escape were in the refreshing influences of the halt.

We were now in the open bay, in the full line of the great ice-drift to the Atlantic, and in boats so frail and unseaworthy as to require constant bailing to keep them afloat.

It was at this crisis of our fortunes that we saw a large seal floating—as is the custom of these animals—on a small patch of ice, and seemingly asleep. It was an ussuk, and so large that I at first mistook it for a walrus. Signal was made for the *Hope* to follow astern, and, trembling with anxiety, we prepared to crawl down upon him.

Petersen, with the large English rifle, was stationed in the bow, and stockings were drawn over the oars as mufflers. As we neared the animal, our excitement became so intense that the men could hardly keep stroke. I had a set of signals for such occasions, which spared us the noise of the voice; and when about three hundred yards off, the oars were taken in, and we moved on in deep silence with a single scull astern.

He was not asleep, for he reared his head when we were almost within rifle-shot; and to this day I can remember the hard, careworn, almost despairing expression of the men's thin faces as they saw him move: their lives dependent on his capture.

I depressed my hand nervously, as a signal for Petersen to fire. McGary hung upon his oar, and the boat, slowly but noiselessly sagging ahead, seemed to me within certain range. Looking at Petersen, I saw that the poor fellow was paralyzed by his anxiety, trying vainly to obtain a rest for his gun against the cut-water of the boat. The seal rose on his fore-flippers, gazed at us for a moment with frightened curiosity, and coiled himself for a plunge. At that instant simultaneously with the crack of our rifle, he relaxed his long length on the ice, and, at the very brink of the water, his head fell helpless to one side.

I would have ordered another shot, but no discipline could have controlled the men. With a wild yell, they urged both boats upon the floes. A crowd of hands seized the seal and bore him up to safer ice. The men seemed half crazy: I had not realized how much we were reduced by absolute famine. They ran over the floe, crying and laughing and brandishing their knives. It was not five minutes before every man was sucking his bloody fingers or mouthing long strips of raw blubber.

Not an ounce of this seal was lost. The intestines found their way into the soup-kettles without any observance of the preliminary home-processes. The cartilaginous parts of the fore-flippers were cut off in the

melee, and passed round to be chewed upon, and even the liver, warm and raw as it was, bade fair to be eaten before it had seen the pot.

★ ★ ★

On the 1st of August we sighted the Devil's Thumb, and were again among the familiar localities of the whalers' battling-ground. The bay was quite open, and we had been making easting for two days before. We were soon among the Duck Islands, and, passing to the south of Cape Shackleton, prepared to land.

"Terra firma!" How very pleasant it was to look upon, and with what a tingle of excited thankfulness we drew near it! A little time to seek a cove among the wrinkled hills, a little time to exchange congratulations, and then our battered boats were hauled high and dry upon the rocks, and our party, with hearts full of our deliverance, lay down to rest.

Two days after this, a mist had settled down upon the islands which embayed us, and when it lifted we found ourselves rowing, in lazy time, under the shadow of Karkamoot. Just then a familiar sound came to us over the water. We had often listened to the screeching of the gulls or the bark of the fox, and mistaken it for the "Huk" of the Esquimaux; but this had about it an inflection not to be mistaken, for it died away in the familiar cadence of a "halloo."

"Listen, Petersen! oars, men!" "What is it?"—and he listened quietly at first, and then, trembling, said in half whisper, "Dannemarkers!"

I remember this, the first tone of Christian voice which had greeted our return to the world. How we all stood up and peered into the distant nooks; and how the cry came to us again, just as, having seen nothing, we were doubting whether the whole was not a dream; and then how, with long sweeps, the white ash cracking under the spring of the rowers, we stood for the cape that the sound proceeded from.

By-and-by—for we must have been pulling a good half hour—the single mast of a small shallop showed itself; and Petersen, who had been very quiet and grave, burst out into an incoherent fit of crying, only relieved by broken exclamation of mingled Danish and English. "Tis the Upernavik oil-boat!"

Kasarsoak, the snow top of Sanderson's *Hope*, showed itself above the mists, and we heard the yelling of dogs.

We hugged the land by the big harbor, turned the corner by the old brew-house, and, in the midst of a crowd of children, hauled our boats for the last time upon the rocks.

For eighty-four days we had lived in the open air. Our habits were hard and weather-worn. We could not remain within the four walls of a house without a distressing sense of suffocation. But we drank coffee that night before many a hospitable threshold, and listened again and again to the hymn of welcome, which, sung by many voices, greeted our deliverance.



THE FAITH was one of two boats that finished the trek.

TAFFRAIL TALK

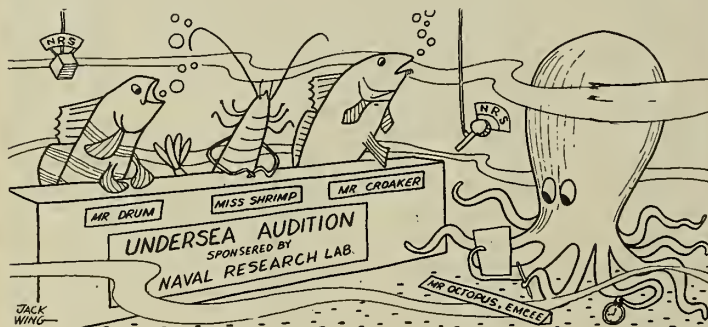
IN true Navy tradition we decided to go over our files of story ideas which have accumulated during the past several months and in so doing came up with a few gems of this and that, odds and ends, which we would like to pass on to you:

Recruiting stories run pretty much along the same lines but we came across a couple of unusual ones during our search. Dale Taylor of New Cristobal, Canal Zone, heard the call of the sea and decided to enlist in the Navy. But he went about it the long way: from Panama by ship to New York City and then by air to San Diego where he entered the Navy. We haven't yet figured out why he took this route—but the 6000 miles he traveled represent one of the lengthiest trips we've heard of to join the sea service.

From the other end of the line a letter came to us from Harry R. Ahngasuk of Point Barrow, Alaska, who described himself as "Age 18; Tribe: Eskimo." He too wanted to join the Navy (after reading a copy of ALL HANDS). We suggested he contact the nearest recruiting office which, incidentally, is at Kodiak.

★ ★ ★

The Naval Research Laboratory announced that it had taken recordings of the noises made by the denizens of the deep including croakers, drum fish, snapping shrimps and others. Probably they tuned in during a bull session while the fish were telling tales about how they got away. That would be some fish story.



A spear fisherman out in Hawaii drew a bead on a huge moray eel not too long ago and then decided against shooting. Instead he called in the Navy's Mine Disposal Unit at Oahu and let them dispose of the mine the eel was resting on. Seems to us that if he had fired he probably would have gotten a big bang out of it.

★ ★ ★

Most misleading headline of the year appeared in "The Carrier," station paper at NAS Alameda, Calif. It read "Flies Head Mars VIP List." The story was another matter. It told how 2200 flies, the common house variety, were taken aboard the huge flying boat in wire cages. While in flight a new insecticide was tested which killed 68% of the insects. If that's what they call VIP treatment we'll stick to being just regular passengers, please.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

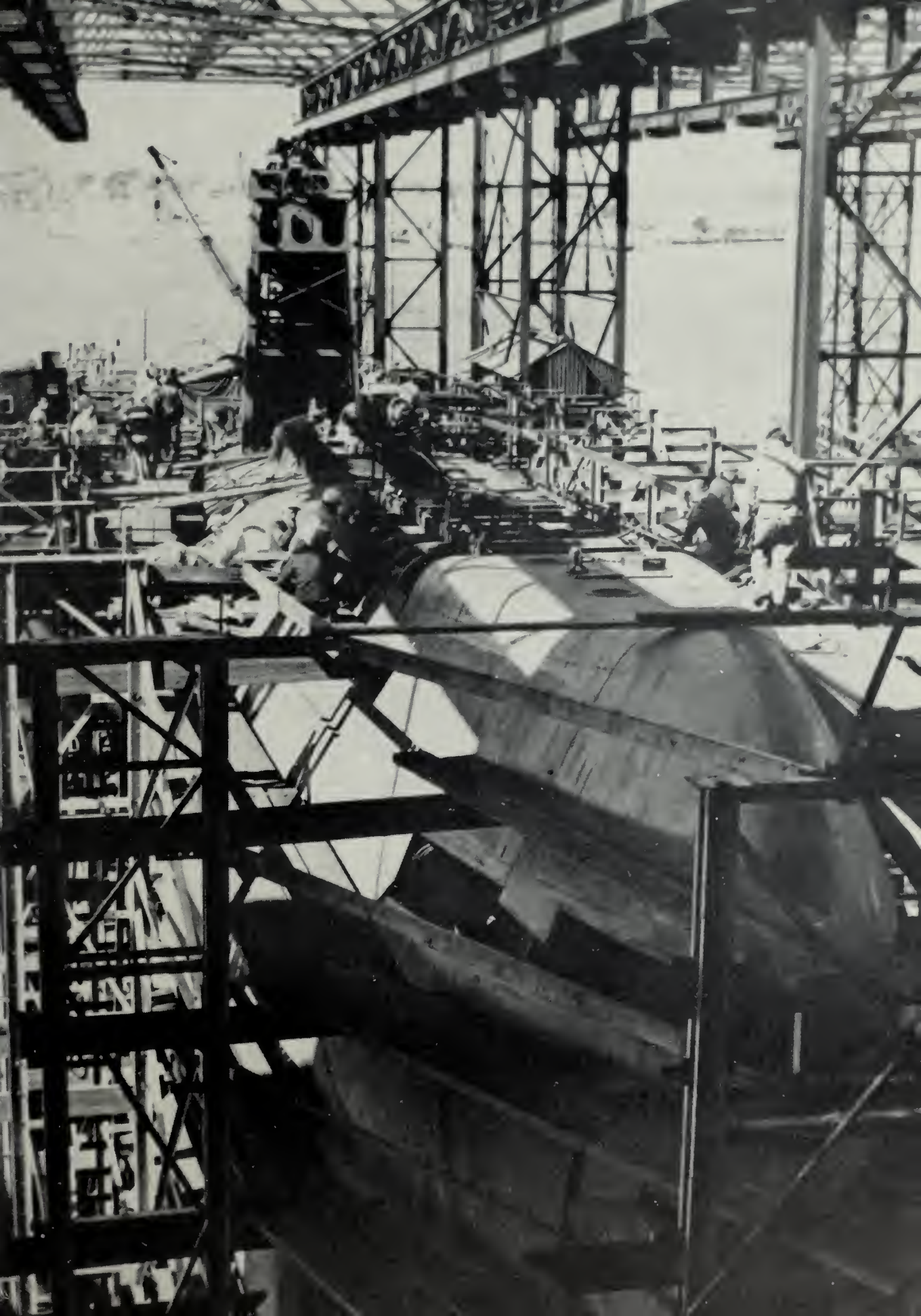
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: USS NAUTILUS (SSN 571), world's first nuclear-powered submarine, is shown in late stages of construction at Groton, Conn., shipyard. It has been under construction for over a year.



ON THE BALL



★ ★ ★ ★ **A STRONG NAVY** calls for
alertness, skill and teamwork ★ ★ ★

KEEP FIT IN THE NAVY

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

MARCH 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1954

Navpers-0

NUMBER 445

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- FRONT COVER: On board USS Knopp (DD 653) CAPT Frank Virdin, USN, Commander Transport Division 15, inspects the crew of his old command, after an absence of nine years.
- AT LEFT: SIGHT TO SEE—Globe-traveling Navymen visit one of the world's most beautiful monuments, the ancient Parthenon on top of the Acropolis at Athens, Greece.
- CREDITS: All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.



FIVE DESTROYERS tie up alongside *USS Prairie* (AD 15) for repairs, supplies and a few hours of 'tender liberty.'

ADs Serve as MDs to Destroyer Fleet

"LIBERTY and no boats," a cry that once meant only grief to Navymen is now less of a tragedy in forward areas where destroyers tie up alongside tenders for repairs.

Ask any "tin can" sailor and he'll assure you that, while there is no substitute for liberty, after a month or two of steady operations, "tender liberty" has its points. Soda fountains, recreation rooms, the latest in stateside magazines, a chance to meet old buddies from other ships, and best of all an opportunity to stretch out in a soft chair after bouncing around on a destroyer are all possible, and without boats.

While that may not sound like a very exciting liberty to a sailor from the larger ships that have those facilities, it's a real break for the little ship sailors. A chance to stretch out, see new faces and get away from their own ship can prove a real morale booster to the crews of the destroyers.

Recreation is only a by-product of the tenders in today's Navy. Prime purpose of these floating "jack of all trade" ships is the repair and maintenance of hundreds of destroyers, plus the tendering of services not available on the smaller ships.

Without these toiling ladies of the fleet the Navy would have to devise a whole new school of thought, as

they provide the ways and means to operate a fleet of ships far from their home waters for extended periods. Korea and the Mediterranean both give graphic proof of their worth.

During the fighting in Korea many destroyers, as well as other small ships that needed repairs, were handled with assembly-line efficiency and sent back into the fighting as good as new. Operating out of Sasebo the tenders took the "mountain to Mohammed", doing on-the-spot repairs, practically servicing the destroyers while underway.

In at least one instance a tender served as a source of repair to ships of many nations. *uss Dixie* (AD 14) serviced ships of Great Britain, France, Thailand, Canada, New Zealand, Australia and the Republic of Korea all in one tour of duty, in addition to the many U. S. ships she handled during that time. Her labors saved untold time that would have been needed to travel to a shipyard. She did the job in a manner that

allowed the ships to return to the fighting in top shape after a short period tied up alongside.

In the Mediterranean the tender's value to the operating fleets is even more forceably illustrated. When the possibility of a fleet which would be completely self supporting was first mentioned, many persons concerned with naval matters shook their heads. It couldn't be done, they said.

They weren't taking into consideration the adaptability of the U. S. Navy and the know-how demonstrated by the tender Navy. Not only could it be done, it has been done and for the last several years has become a commonplace operation.

With no home port, no available yard or base, the U. S. Sixth Fleet has been cruising around the Mediterranean providing both the U. S. and NATO with a strong threat against aggression and assuring the people of the Mediterranean area that they will be given protection in case of another outbreak of hostilities.

From time to time a few of the ships pull into harbors, either in Sicily, the Southern Coast of France or on one of the Greek islands. There a tender is waiting — ready, willing and able to handle any

**Tenders Can Do for Tin Cans
Making On-the-Spot Repairs
Anywhere in the World**

troubles that the ships may have.

While their prime concern is usually with destroyers, in many cases the Sixth Fleet tenders have given assistance to carriers and cruisers as well as submarines.

From the moment an AD drops her hook in some sheltered cove or harbor she becomes a beehive of activity, resembling a mother hen with her chicks as the destroyers nestle up on both sides while a few strays dot the harbor at anchor.

For the two weeks or more needed as "tender period" the gangway is as busy as Broadway and 42nd St. at 1700. Men scurry across the nested destroyers and vanish into the spacious interior of the ship. Loaded with work chits and requisitions, they are all concerned with the problem of needed repairs or equipment.

Each one is sure that his ship's request or requisition is the most important to come aboard the tender, and as he heads for the appropriate section he may be rehearsing his tale of woe.

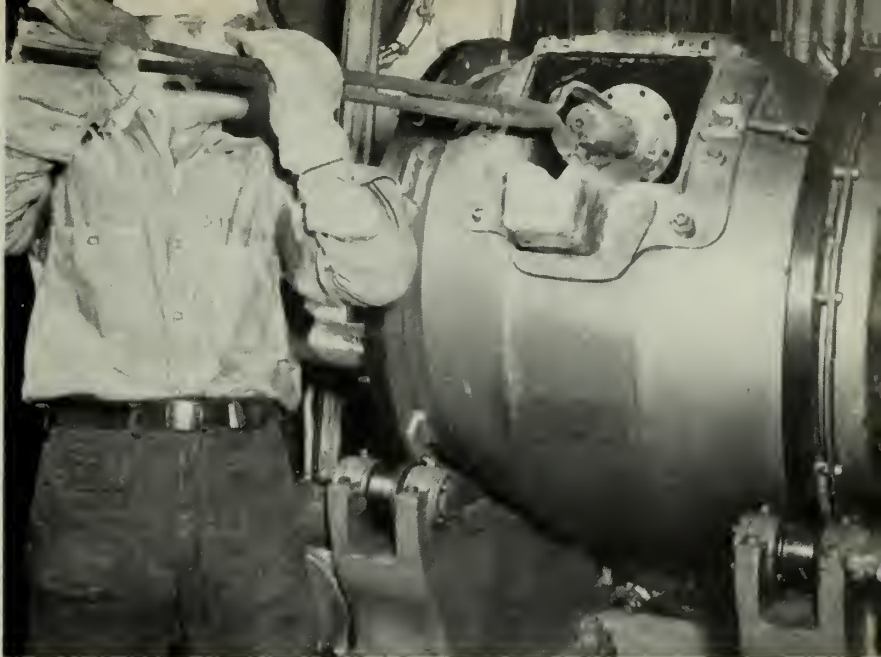
After a time these sad tales take on a sameness to the office workers aboard a tender, but they listen, evaluate the need and assign priority to the job on a fair basis.

Once this is done the "tin can" men separate in a dozen directions, each heading for a different shop. Whichever one they hit, their work is processed as fast and efficiently as possible.

The honeycombed compartments below decks on an AD are jammed with men and equipment to handle practically every possibility, whether it be in the carpenter, pattern, boat, canvas, photo, compass, print, radio, repair, shipfitter, machine, optical, torpedo, blacksmith, boiler repair or sheet metal shop. There is also a foundry, where, from original pigs of iron, castings may be made, and steel parts are machined with precision and finally fitted into place on the various ships.

These shops are highly specialized and closely coordinated to insure that the most is done in the least time. In a tight schedule that keeps shops humming day in and day out, the AD's repair work is divided into three categories.

- *Alongside*—ships needing extensive repairs are moored adjacent to the tender where men from the tender can have free access to the damaged or worn out equipment.



CASTINGS are made from pigs of iron in foundry aboard destroyer tender **USS Dixie**. They will be fitted into place aboard vessels tied up alongside.

- *Ship-to-shop*—small items which need repairs are brought from the destroyer to the tender where the repair is made and sent back.

- *Technical availability*—qualified personnel are loaned out to other ships for any problems involving technical assistance which is not available on the smaller ships.

Repair and maintenance of the ships isn't the whole story of a tender's service to the fleet. There is also the human factor which would

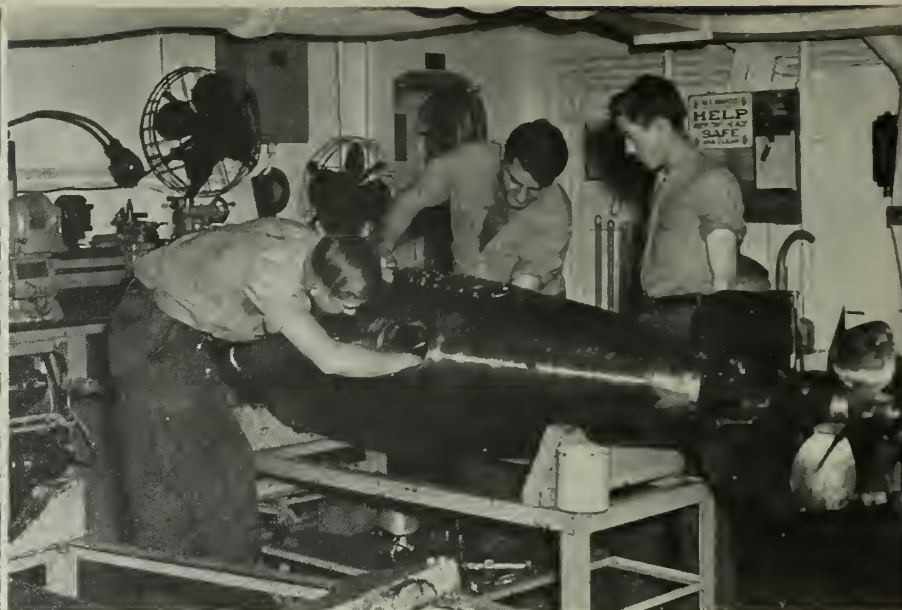
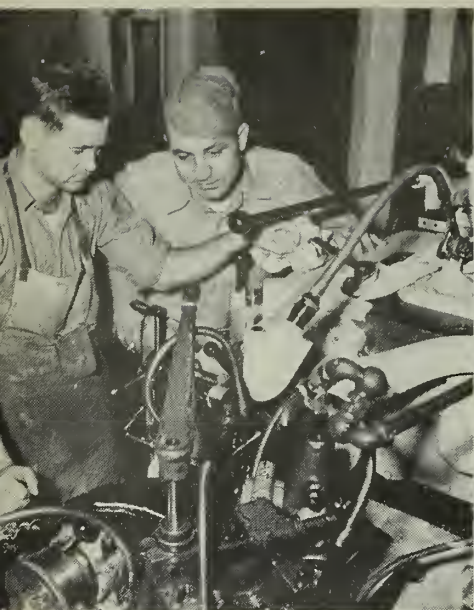
come close to the top in any job description. In effect, the tender tries to look out for the destroyers' crews too.

Since the smaller ships can't spare the space for many of the niceties of living it's up to the tender to take up the slack.

As a result there is a complete dispensary aboard, one which can handle major surgery and give special treatment on a par with a good-sized hospital.

METAL from melted 'pigs' is ready to be poured into cast to make new part for destroyer. Molders wear protective goggles as a standard safety precaution.





MACHINIST'S MATES are at work in *USS Piedmont* (AD 17). Right: Torpedomen's mates do maintenance job on 'fish.'

A large dental department takes care of routine as well as emergency dental work not only for the tender's crew but for her men of the smaller ships as well.

If a "tin can's" crew needs dungarees or dress blues, "geedunks" or shaving cream, they can get it in the extensive small stores or ship's service store which have special hours while the destroyers are alongside. These departments operate just as efficiently and as busily as the carpenter shop or metal shop during the invasion by the destroyermen. A tender today has to be a regular

small scale floating supply depot as well, for it carries the spare parts that are needed as well as many standard stock items for issue.

Legal matters are taken care of by a legal officer and the disbursing office advises the destroyer on the latest changes in money matters as well as lending assistance to the individual disbursing officers.

There isn't much that hasn't been done at one time or another by these mobile workshops.

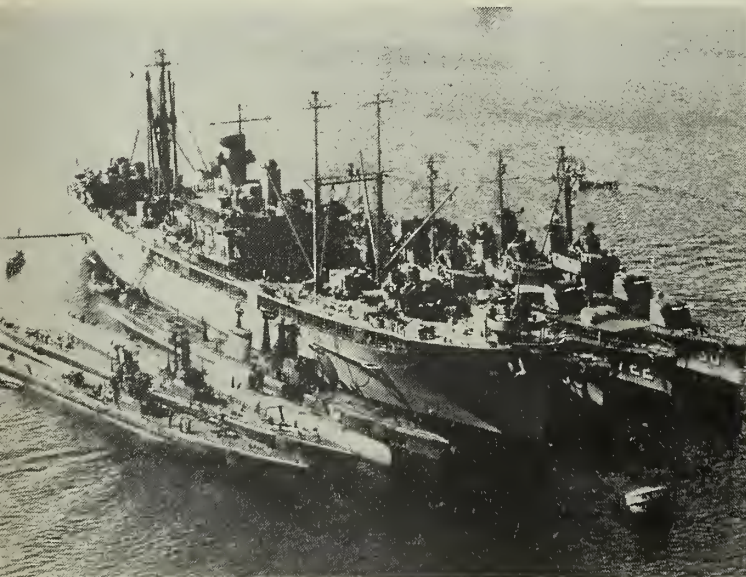
Take the case of *uss Black Hawk* (AD 9). She spent 20 years in the Far East without even seeing a U. S.

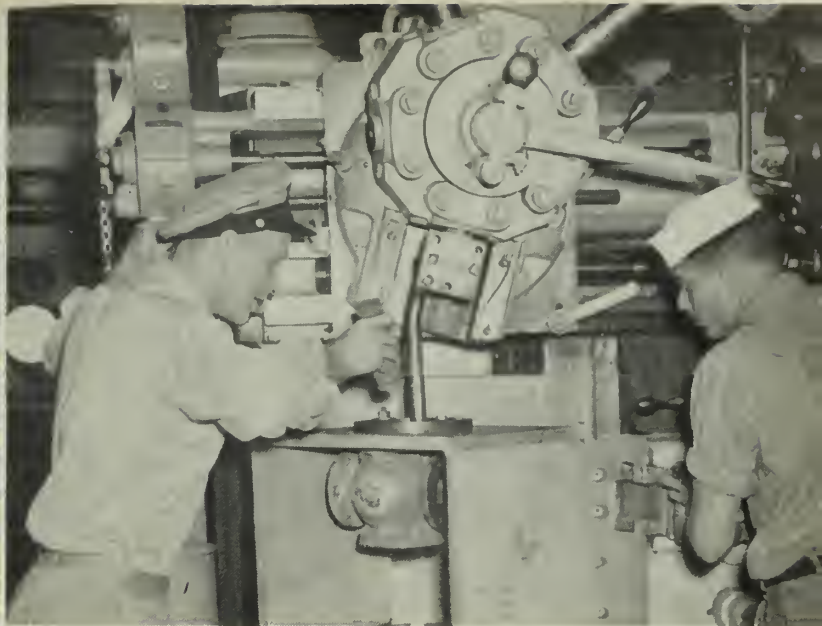
port. She didn't leave then of her own free will, but to escape the invading Japanese forces in the early days of World War II.

During her long service in the Far East *Black Hawk* undertook so many different types of jobs and assignments that it would take a book to list them but one of the most unusual was the loading and care of dependents at various times when uprisings flared up ashore in the Far East. That qualified the bustling tender as "refugee ship."

More recently *Dixie* went down in the history books when she di-

USS YELLOWSTONE (AD 27) shows AD's work is not limited to destroyers. Right: Three DDs receive repair service.





DENTAL TECHNICIAN works in AD lab. Right: Vertical lathe is operated by two MRs on board tender *USS Dixie* (AD 14).

rected her own shore bombardment against the enemy. In company of *uss Missouri* (BB 63) and other elements of a task force off the East Coast of Korea, *Dixie* decided to get in the fight.

Although ill-equipped for combat she moved within close range of the enemy-held mainland and blasted away at targets on the beach.

There is no record of how much damage she did with her four 5-in., 38-cal., or eight 40mm anti-aircraft guns, but it was on a par with the rest of the work turned out by tenders, it must have been terrific.

At present there are 16 destroyer

tenders plying their trade in the Navy. They are, in addition to *Dixie*: *uss Prairie* (AD 15), *uss Cascade* (AD 16), *uss Piedmont* (AD 17), *uss Sierra* (AD 18), *uss Yosemite* (AD 19), *uss Hamul* (AD 20), *uss Markab* (AD 21), *uss Arcadia* (AD 23), *uss Everglades* (AD 24), *uss Frontier* (AD 25), *uss Shenandoah* (AD 26), *uss Yellowstone* (AD 27), *uss Grand Canyon* (AD 28), *uss Tidewater* (AD 31) and *uss Bryce Canyon* (AD 36).

A widespread belief among navy-men is that the ADs derive their names from national parks. The truth of the matter is that their names

with the exception of *Hamul* and *Markab*, come from localities in either the U. S. or in U. S. possessions and territories.

In many cases these territories are also national parks, thus the confusion. *Hamul* and *Markab* were both converted from AKs, following the last war, and as such still carry their original names.

For a relatively new type of ship—the first destroyer tender was authorized in 1912—the ADs have rapidly grown in stature. Today they rank as one of the important types of ships in the Navy.—Bob Ohl, JO1, USN.

ELECTRICIAN cleans commutator on board AD. Right: *USS Frontier* (AD 25), typical AD, is anchored at San Diego.





From Wet Slip

SHIPS have always been called she, and just like women who regularly resort to beauty parlors, ships need time in "Yard Overhauls" to keep in shape.

This little-publicized operation, involving little glamor but plenty of work, is one of the most essential factors in keeping the U. S. Navy shipshape and ready for action at all times. It requires thousands of civilian workers in shipyards along both coasts, as well as 100 per cent effort from the ships' crews.

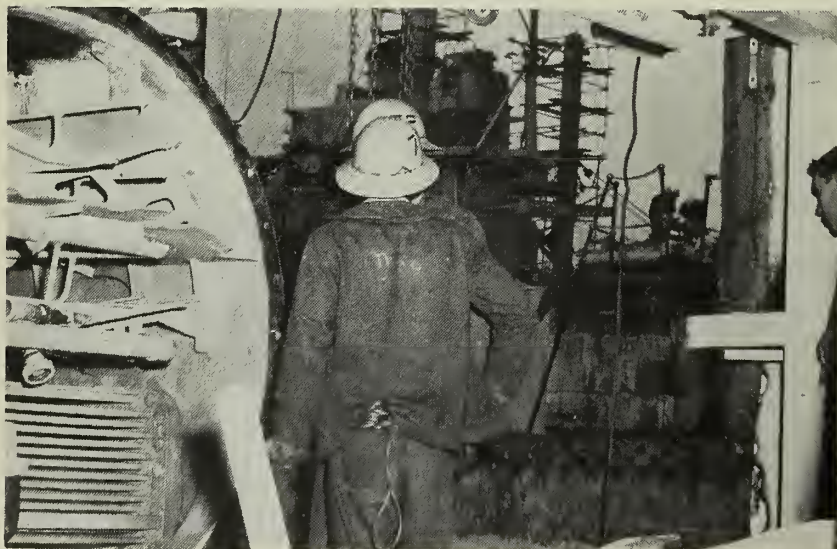
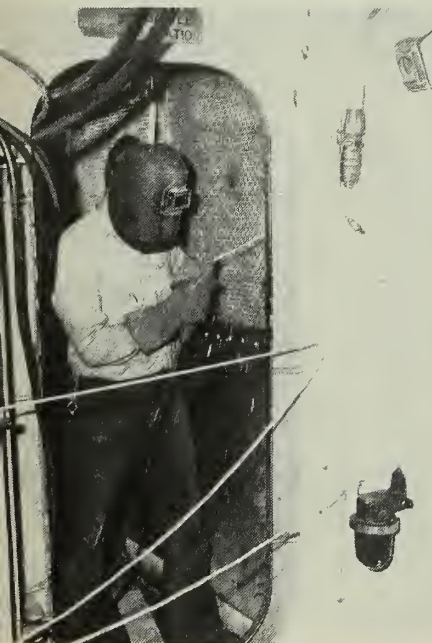
Most of the needed repairs can be made while the ship is afloat in "wet slips" at the yard, but certain hull repairs require that the ship be moved into drydock. This is a rather complicated process which the smooth coordination of yard workers and ship's personnel make look simple.

The drydock is built like an oversized bathtub with a gate at one end. Once the ship is in proper position this gate can be opened to flood the area or closed so that it can be pumped dry.

An army of civilian workers boards the ship almost as soon as the gangways are rigged at the shipyard and giant cranes are wheeled into place.

Ordinarily a ship is a self-sustained unit equipped with its own power plant, water supply and communications system, but it becomes almost completely dependent on yard facilities during the drydock period. All water is pumped aboard through a multitude of hoses, and a complex series of wires provide power and telephone connections.

Then the work begins, and it isn't all done by the yard men. The ship's crew handles many of the repair jobs





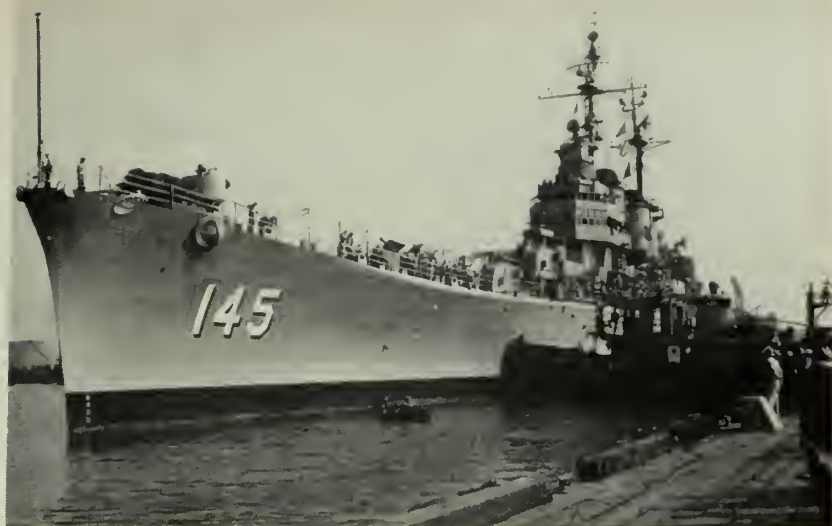
o Drydocks

that have been neglected or impossible to achieve while at sea.

New equipment is hauled aboard to replace parts which have become outmoded since the last overhaul. The ship's main and secondary gun batteries are carefully checked.

Air hammers jar the eardrums, hoses coil around the deck and are tied to the overhead. The mess hall may be closed for a few days while repairs go on and the crew eats either on the base or from box lunches brought to the ship.

It's not a case of finishing one job before starting on another. There may be at least a dozen major projects underway at the same time. While the bottom is being sandblasted to remove accumulations of a few years at sea, workmen topside may be installing a new mast or gun mount.



Intricate repairs involve overhaul of the machinery plant, including the large boilers and condensers.

Out of it all comes a ship ready to do battle with the elements, fit and in fighting trim.

Here are some typical shipyard repair scenes: *Top left:* USS Roanoke (CL 145) is eased slowly into flooded graving dock at Norfolk Naval Shipyard. *Top center:* Welder applies torch to hull of ship. *Top right:* Roanoke is shown heading for ship repair dock. *Right center:* In dock, skyscraper-like scaffolding almost hides cruiser's masts. *Below right:* Huge crane maneuvers equipment into position. *Below center:* Movable crane is used to swing propeller into place. *Below left:* Workmen cut away section of ship's hull. *Left center:* Navy welder wears 'Man from Mars' mask while working.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHORE DUTY BILLETS** — In recognition of the fact that in certain ratings shore duty is hard to come by, BuPers has moved to open up additional spots ashore to men of six "critical" ratings.

The ratings are: *Radarman, Sonarman, Boilerman, Machinist's Mate, Builder* and *Fire Controlman*. In the future, enlisted men holding these ratings can look for a somewhat faster rotation between sea and shore duty.

The present inequity is shown by the fact that in the radarman rating, for example, the ratio of sea duty to shore duty is an unfavorable 13 to 1.

To remedy this situation somewhat, BuPers is now putting into effect plans to open up a number of "General Administrative" billets ashore—billets like those of security personnel, police petty officer, brig guard and shore patrolman—to men in these six ratings.

However, if you're in one of the critical ratings, don't start packing your seabag. This change is not going to take place overnight.

Remember that there are a certain number of sea billets that must be filled—no matter how many billets are opened up ashore they cannot be made available to the Navyman at sea until enough men have been trained to fill the sea billets.

However, the knowledge that they will not have to spend "the best years of their lives" at sea is expected to encourage more men to strike for these ratings, and it is

hoped that by the time the General Administrative billets are opened up, enough men will have been trained to fill the sea billets.

This program is the opening shot in a campaign by BuPers planners to bring about a "leveling-off" for most ratings at a ratio of about four to six years at sea for one year ashore.

• **CHANGES FOR ADVANCEMENT** —Two changes have been made in the eligibility for advancement in rating of enlisted personnel.

One of the changes eliminates a former prerequisite for chief opticalman (acting appointment) and the other adds another type of duty to the list of duties which may be counted as sea duty for purposes of establishing eligibility for advancement in rating.

Under the first change the completion of *Opticalman*, Class B School is no longer required for advancement to OMCA. Before this change, a Navyman could not be promoted to OMCA until he had successfully completed the school.

There are a few schools, the completion of which is still required for advancement to certain rates. These schools, and the rates for which they are prerequisites, are: Dental General Technician, Class A school for DT3; Hospital Corps, Class A school for HM3; Parachute Riggers, Class A school for PR3; Advanced Mines, Class B school for MN1 and MNCA; Fire Control Technicians, Class B school for FTCA; Advanced Music,

Class B school for MUCA; and Aerographer's Mates, Class B school for AGCA.

The other change adds duty while attached to or serving in or on Explosive Ordnance Disposal Units to the list of duty that may be counted as sea duty for purposes of establishing eligibility for advancement.

• **RESERVE RECALL** — To spell out well ahead of time the priority by which members of the Ready Reserve would be called back to the Colors in the event of a future emergency of the type of the Korean war, BuPers has issued a guidance directive.

The directive, BuPers Inst. 1001.15, sets down in one, two, three fashion the vulnerability of those in various categories of the Ready Reserve.

By definition, Ready Reservists are liable for recall to active duty for a period not to exceed two years at any time the President proclaims an emergency to exist. They are also subject to service for the duration plus six months in time of war or national emergency declared by Congress or otherwise authorized by law.

Members of the Standby Reserve, which this directive does not affect, are liable for recall only in the event of an all-out war or grave national emergency declared by Congress, or when otherwise authorized by law.

The policy in the future for the Ready Reserves, according to the directive, will be "to give appropriate consideration to the duration and nature of previous service, to excessive family hardship, and to critical employment in essential industry."

As far as the service requirements are concerned, the order of recall will be in *inverse order* of the following categories of Ready Reservists:

1. Those who have served on ac-



PASS THIS COPY ALONG—Don't let ALL HANDS go adrift; bear in mind each issue is intended for 10 readers.

• **ANNUITY DEADLINE** — Here is an important deadline date for all officers and enlisted men with 18 years of service to consider. In April 1954, Navymen with 18 years in, as well as retired personnel, must indicate whether they intend to participate in the Annuity Plan (Uniformed Services Contingency Option Act).

Whether or not you choose to enter the plan, you will have to fill out a form, select an option or options or indicate you do not want to participate.

Navymen in the Fleet Reserve, who are presently on active duty, also have only until 30 Apr 1954 to elect participation or state their desire not to participate. They should have received necessary forms and detailed information from the Chief of Field Branch, Special Payments Division (USCO), Bureau of Supplies and Accounts, Cleveland, Ohio.

For detailed information on the annuity plan, see *ALL HANDS*, December 1953, p. 43.

tive duty for a period of 12 months or more between 7 Dec 1941 and 2 Sep 1945 in the Army, Navy, Marine Corps, Coast Guard, Public Health Service or in the armed forces of any country allied with the U. S. in World War II prior to 2 Sep 1945.

2. Those who have earned a combat decoration in the Korean campaign, or who have served on active duty for a period of 12 months or more subsequent to 25 Jun 1950 in the Army, Navy, Air Force, Marine Corps, Coast Guard or Public Health Service, and who earned eligibility for the Korean Service Medal with at least one engagement star.

3. Those who have served on active duty for a period of 17 months or more subsequent to 25 Jun 1950 in the Army, Navy, Air Force, Marine Corps, Coast Guard or Public Health Service.

4. Those who have served on active duty for less than 12 months subsequent to 25 Jun 1950 in the Army, Navy, Air Force, Marine Corps, Coast Guard or Public Health Service, but earned eligibility for the Korean Service Medal with at least one engagement star.

5. Those who do not fall in any of the above categories.

As far as "family hardship" is concerned, the guide line will be that in

general no enlisted member of the Ready Reserve who has more than three dependents will be called. For officers, recall or delay will be considered "on the individual merits of each case."

Concerning occupational deferment, the directive states that "each determination of non-recall or cancellation of orders for occupational reasons will be carefully weighed against the Reservist's critical employment in essential industry" . . . according to criteria established by SecDef.

Nothing in any of these regulations, BuPers emphasizes, is to be regarded as preventing a member of the Ready or any other Reserve from volunteering to serve his country in a time of emergency.

• **RESERVE CONTRACTS** — In the future, officers and enlisted men of the Naval Reserve who come on active duty for an extended period (i.e., not training duty) will do so under a contract arrangement for a specified period of time.

This marks a change from the present system under which Naval Reserve officers are ordered to active duty for an indefinite period of time while enlisted Reservists are signed on for 24 months.

Contracts will be of varying lengths, mostly for one, two, three, four or five years. Five years will be the maximum.

However, a word of warning. Don't rush for an application blank. Details of the plan have not yet been ironed out by BuPers. When they are, complete instructions will be carried by *ALL HANDS*.

Contracts will be offered on a proportional basis, so many one year contracts, so many two year ones, etc. The number will be up to SecNav and the Chief of Naval Personnel.

It should be noted too that the new contracts will apply only to personnel who enter on active duty voluntarily. Those with obligated service naturally must complete their obligated tours.

When one contract expires, an officer or enlisted Reservist may then apply for another. Whether or not he gets it will depend on the needs of the service at that time. In all cases, priority will be given to critical groups and critical qualifications. BuPers says.

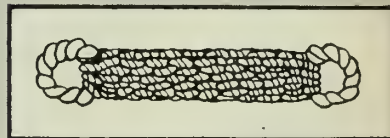
QUIZ AWEIGH

It's time to check in on another Quiz Aweigh to test your nautical knowledge. Mark your score on this scale: 6 correct, 4.0; 5 correct, Very good; 4 correct, Fair; 3 correct, Guess again.



1. Judging from the silhouette, above, you should correctly identify this ship as (a) an ontiacraft cruiser, (b) a light cruiser, (c) a heavy cruiser.

2. This veteran of Korean fighting is of the (a) Oregon City class, (b) Baltimore class, (c) Juneau class.



3. This familiar bit of equipment is a (a) boat fender, (b) boot fender ficing, (c) ship fender.

4. It is used to (a) hoist cargo aboard ship, (b) prevent injury to the boot's hull through contact with ships or other objects, (c) force a piece of gear into its proper position.



5. The naval aviator, above, is obviously (a) in a large department store, (b) going to the "ready room" at a naval air station, (c) aboard an aircraft carrier.

6. He is going down (a) an escalator, (b) a newly developed skid-proof ladder, (c) a flight of stairs.

ANSWERS TO QUIZ ON
PAGE 53



AIR HOSE CONNECTION is checked as 'exec' of salvage-rescue ship, USS Grapple (ARS 7), prepares to make dive.

They Walk the Decks of Sunken Ships

PROWLING the decks of strange ships in total darkness many feet below the surface of uncharted harbors, the Navy's deep-sea and salvage divers explore one of the earth's last and least known frontiers—the ocean depths.

In small groups these men make their way across the ocean floor, ready to blast, cut or weld as they search for ships, planes and valuable materials that lie scattered over the ocean's floor. Their job is to locate, salvage or sometimes destroy these victims of war and weather.

Every so often one of these divers runs across a job that is just a little more than "routine." For example, George J. Crafts, ENC, USN, made a dive into the Providence River in Rhode Island where he recovered several thousand dollars worth of stolen currency for the FBI. Other outstanding dives include the war-time intelligence dives of Frank Krasic, BM1, USN, on sunken Japanese cruisers in Manila Bay where he was

a co-finder of many secret documents, machines and even a map showing all the Japanese gun emplacements on the island of Borneo. Still another assignment—in another part of the world—was the mine-hunting job of Edward Kreiss, BMC, USN, 100 feet below the surface of the Caribbean Sea off Panama during World War II.

Typical examples of the Navy's sea scavengers are these men and other divers of USS Grapple (ARS 7), and her sister ship USS Current (ARS 22). The two crews recently received a commendation and citation for their job of demolishing the superstructure of the ill-fated fleet tug USS Sarsi (ATF 111). The tug, sunk by a mine less than a mile off the coast of Hungnam, North Korea, was a hazard to navigation and mine-sweeping operations during the Korean conflict.

In mine-infested waters and under bombardment from enemy shore batteries, the two crews and their

divers worked as a unit to accomplish a job calling for courage as well as swift and errorless work. Working at night, with both vessels alternating in drawing enemy fire, their crews toiled to set demolition charges and to extract the classified documents and materials from the sunken tug.

Approximately seven hours after the first diver, Clifford R. Chaney, BM2, USN, went down and anchored the descending line, Eldin L. Hoffman, BM2, USN, made the final dive to inspect the work of the strategically-rigged demolition charges. He reported that the masts and most of the bridge of Sarsi were gone and the deck was clean.

The teamwork demonstrated by all hands during this operation supports the view of experienced Navy divers that it takes every man doing the right thing at the right time to make a salvage operation a success. The men in Grapple's and Current's diving gangs know that their equipment and techniques are not always



HELMET comes down on deep-sea diver (left) while Frank Krasic, BM1, and Harold Weisbrod, BM1, wait their turns.

foolproof, but they can count on their trained shipmates on the deck above to bring them through close calls and freak accidents.

An example of this confidence is demonstrated by Harold Weisbrod, BM1, USN. He holds a record for a simulated descent of 561 feet in 12 feet of water at the Experimental Diving Unit, Washington, D. C. That was back in 1949, in a specially constructed tank.

With water pressure at a tremendous 246.8 pounds per square inch Weisbrod needed lots of faith not only in himself but the men operating the tank's equipment. Weisbrod also used a new set of deep-depth decompression tables to keep him from being brought from under

pressure too quickly. A diver raised too quickly becomes a victim of the "bends," an occupational hazard brought on by quick changes of pressure.

To demonstrate the variety and scope of duties performed by a Navy salvage vessel, take a look at *uss Grapple*.

In addition to playing the part of a miniature auxiliary repair ship to the Navy's large and small men-of-war in the ports of Japan and Korea, *Grapple* sent her divers scurrying about the murky floors of the Japan and China Seas off the Korean coasts in search of "ditched" allied aircraft. The idea is to bring them up so that investigators can learn the cause of the crash.

After leaving the Far East, *Grapple* went on a three-day cruise to Lanai Island, T. H., for salvage divers' requalification dives. To be a salvage diver a man must know his way around the bottom at a maximum depth of 150 feet.

On the day of the requalification test the deck force had hardly dropped the "hook" before the diving gang had their gear scattered over the fantail. Everything was ready.

Jack L. Rarig, EN2, USN, nursed the compressor engine to a noisy but rhythmic beat. Before too many minutes had passed, two of his diving mates had been dressed in heavy canvas suits, weighted with 85 pounds of lead—190 pounds of total



'HOOK' is maneuvered into position to be dropped over side for salvage work. Right: Diver begins his descent.



EVERY DIVER DREAMS that he'll meet a beautiful mermaid somewhere in those uncharted depths. This photo—alas—was made at a Navy diving exhibit.

dress weight, had their breast plates bolted onto the suits, their helmets screwed on securely with a slight twist amounting to one-eighth of a complete turn, air intake and escape valves tested and communications checked.

With a little help they made their way across the metal deck to a stage which carried them down 10 feet. From there they lowered themselves to the bottom with a descending line by decreasing their buoyancy so the lead weights would pull them down.

A 150-foot requalification dive takes approximately 92 minutes,

about two minutes to reach the required depths, 28 minutes on the bottom and 62 minutes to be hoisted back on board, with due allowance for stops at various depths for decompression.

As an added precaution, there is always a standby diver on duty to descend immediately to the scene of any trouble.

If the diver were found in a condition necessitating his being brought to the surface quickly, he would be raised to his last normal decompression stop, decompressed, and three-and-one-half to five minutes later he would be in the ship's decompression

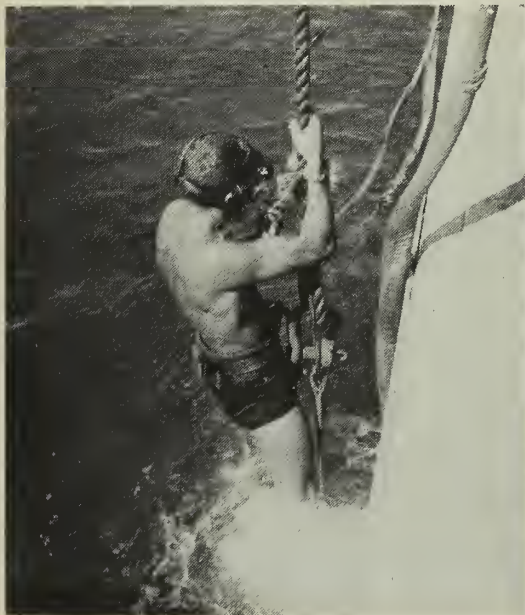
chamber. There he would be recompressed artificially to the depth of his last stop, and then decompressed to normal atmospheric pressure. This has been found to be an adequate margin to eliminate a painful and dangerous attack of "bends."

Aboard *Grapple*, the man responsible for the physical well-being of the divers is John A. Parr, HM1, USN. Parr knows the ills of divers from first-hand experience. As a student at the Deep Sea Diving School at Washington, D. C., he made a 320-foot descent and his dives aboard *Grapple*, if stacked end to end, would total almost a mile in distance.

After the day's work, the favorite recreation of the diving gang aboard *Grapple* is shark fishing. One of the biggest catches was made one night off Lanai Island during the ship's last visit there when John Battaglia, MEFN, USN, hooked a 15-footer.

However, "fish stories" are not the only topic of conversation during fantail bull sessions. Whenever the diving gang gets together the air is rife with varied opinions as to what is a diver's most exciting experience. The opinions range from a meeting with a moray eel to a manta ray.

However, all hands agree that patience is the best defense a diver can have against any of these dangers. With a little patience, and a good crew on the deck, a diver has nothing to fear.—G. V. Brown, JO2, USN, ServPac.



DIVER LTJG W. S. Leinberry, USN, is hoisted aboard ship after shallow water dive. Right: USS *Grapple* rides at anchor.



Liberty on the Rock

GIBRALTAR, "Gateway to the Mediterranean," is one of the more popular liberty ports for sailors serving in that part of the world.

There photo fans have a field day taking shots of the fabled "Rock"—with its medieval bastions and high walls—and of the city itself, its picturesque buildings and colorful inhabitants.

Souvenir buyers are not disappointed, either. The bargain hunter can find many items of interest. If he likes to haggle, so much the better.

Upper left: Sailor from *uss Baltimore* (CA 68) watches English troops go through their paces. *Upper right:* Famed Rock of Gibraltar looms high in the background as sailors relax on liberty. *Right center:* Friendly 'bobby' directs sailors from *uss Philippine Sea* (CVA 47) to places of interest in Gibraltar. *Lower right:* Navymen visit the business district, looking for souvenirs. *Lower left:* Royal Air Force men explain currency system to touring bluejackets.





EARLY SPORTS—Boat lowering contests, sail-furling matches and obstacle races were popular with sailors years ago.

Navy Sports Up Through the Years

It was an average day at sea in the early 1800s. On a Navy frigate sailing lazily in the blue Caribbean waters, there suddenly came the boatswain's call—"All hands reef top-sails!" Sailors swarmed on deck. A reefing match was in the making.

"Man the top-gallant clew-lines and jib down-haul," shouted the first lieutenant through his speaking trumpet. "Stand by to furl top-gallant sails. Keep down, keep down there forwards! Not a man of you lay aloft till I give the order."

Order followed order in rapid succession until the performance was completed, the match over and the winners announced.

Perhaps such activity could not literally be called a "sport" but it was certainly exercise—a physical conditioner combined with practice in proficiency and flavored with the salt of competition (see page 59).

Sports, as such, in the early American Navy consisted almost entirely of small boat racing and, of lesser importance, a varied program including games like tug-of-war, potato racing and running a certain distance with a bucket of salt water balanced on the head.

The old Navy had no organized program of athletics nor was there any organized attention given to physical fitness. Recreation was confined mainly to rendering impromptu songs or swapping yarns.

Boxing, or just plain "slugging" was beginning to have its day, but bouts were clandestine affairs which were staged contrary to shipboard regulation and usually put on as a means of settling personal grievances.

The big competition in the infant Navy was the boat racing—under

oars or under sail, then the only two methods of sea transportation. Money and ship prestige were the prizes. Challenges were never left unanswered. Typical was one issued by the U. S. Store-ship *Relief*, at Callao, Peru, in June 1841: "We the crew of the United States Ship *Relief's* first cutter, challenge the United States Frigate *Constitution's* lifeboat to run tomorrow at 4 p.m. for the amount of 11 dollars. Our commander has granted us his permission. Marshall Garth, Coxswain."

The monetary awards posted for such challenges were mere drops in the bilge compared with the side-bet money pooled among the ships' companies. Often, an article of personal clothing was substituted for cash. Sometimes races were held between the vessels themselves—a real feat of seamanship.

Early records are too vague for us to draw a well-rounded picture of early American Navy sports, but we do know that at the beginning of the 1800s, "rigging races" developed in which contestants were required to scramble on a predetermined course through the mast and sail equipment.

During the 1800s there was a slowly growing awareness that athletics and an organized program of physical training could be beneficial and could have a direct bearing on the efficiency of sailors as fighting men. But in those days, the Navy Department offered little encouragement along those lines and little attention was paid to any athletic activity other than boat racing and boxing matches. Boxing was rapidly becoming more popular and was soon supervised.

Officers were becoming concerned, however, with the general lack of athletics in the Fleet, especially with the advent of steam and the end of the rigorous sailing ship days toward the end of the 19th century. Sailing ship sailors had to be practical "stunt men" as part of their duty. The steamship sailor had to be much more of a technician, and was less active physically.

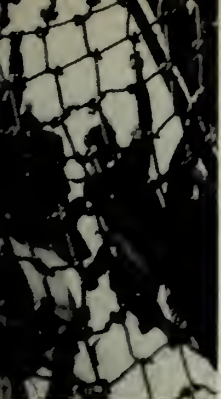
Following the end of all the work required in connection with maneuvers of the time, sports-minded flag officers began to set up in their squadrons a series of sports and recreational pastimes with proper committees, rules and prizes.

In one squadron, around the turn of the century, a baseball league was formed between the battleships. Out of it came an exciting and rugged schedule, with a series of 21 games being played in a little over a month's time.

Competitive sports like these, Navy commanders felt, made more of a game of physical conditioning than did compulsory drills which were engaged in half-heartedly and considered by the men to be more work than play.

To further these early beginnings of organized sports, a special appropriation of \$5000 for "athletic exercises and sports," was included by Congress in the Navy funds for the fiscal year 1904. With the appropriation, the groundwork had been laid for a full-fledged Navy sports program.

At the same time, the Navy moved toward establishing permanent athletic facilities ashore. The first athletic field to be completed was at the Norfolk Navy Yard, part of a Bureau



SAILORS today get similar exercise in abandon ship drill. Right: Navymen of quarter century ago in field meet.

of Navigation (now known as BuPers) plan started in 1903. Norfolk's athletic plant encompassed a football field, baseball diamond, grandstand, cinder track, swimming pool and recreation hall.

Prior to 1900, the prize of any boat race might be a monetary consideration posted in the challenge. More often than not, no prize whatsoever was at stake—crews went at it only for the reward of glory, often expressed in a trophy.

All manner of trophies, symbols of supremacy with oar or sail, have come and gone. A few of the better-remembered of the old awards were the *Neese Trophy*, a challenge cup for Atlantic Fleet whaleboats under sail; the *Barnett Cup*, donated by Major General Barnett, one-time Commandant of the Marine Corps, for winning cutter crews; the *Thanksgiving Challenge Cup*, for whaleboat sailing among Asiatic Squadron crews; the *President's Trophy*, at one time presented annually by direction of the President to the winner of the Winter Pulling Regatta of the Atlantic Fleet.

There also was the *Chapin Racing Cup*, given in memory of Captain F. L. Chapin, usn, and the *Coffin Cup*, donated by Daniel M. Coffin for prize racing cutters. Still another was the *San Pedro Cup*, donated by the citizens of San Pedro, on the occasion when the U. S. Fleet, in its voyage around the world, made San Pedro harbor a stop-over point in April 1908.

A cup which made its debut in 1906 and became the oldest trophy in continuous competition in American Naval sports history was the *Battenburg Cup*. This cup, which was on the competition block through 1940, is today receiving consideration for revival.



OLD-TIME Navymen square off in bout aboard USS *Minneapolis*. Below: Wrestlers from NAS Alameda and San Diego NTC 'grunt and groan' in 1953 match.

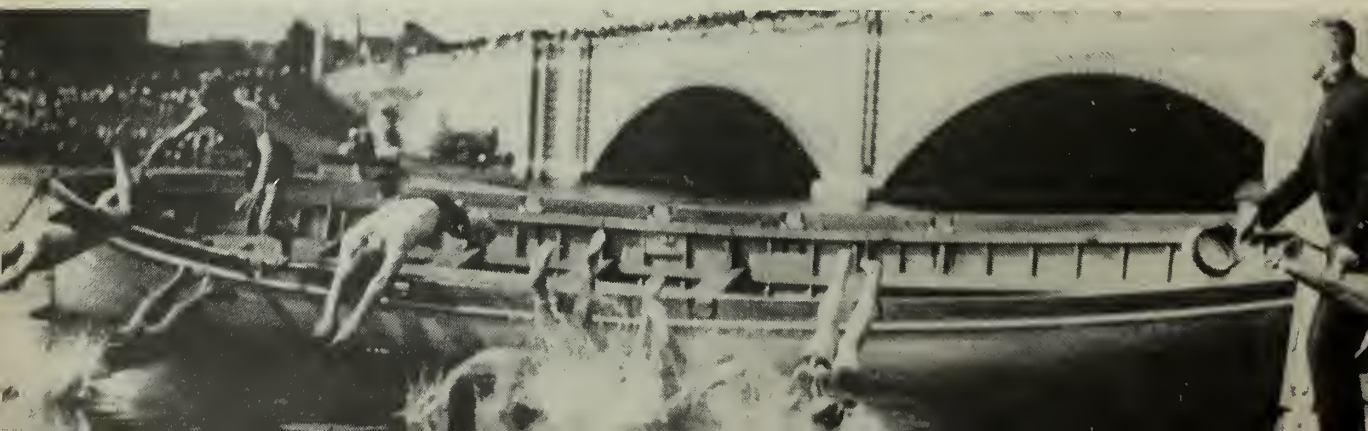




FENCERS parry and thrust in shipboard match. Sport is scheduled to be added to All-Navy sports program. Below: Ball game helps keep sailors in shape.



OLD PHOTO shows sailors starting swimming contest during water carnival of USN Radio School, Cambridge, Mass.



The Battenburg Cup came into being in May 1906. Rear Admiral Prince Louis Battenburg, RN, commander of England's Second Cruiser Division, donated the massive trophy to the U. S. Navy. Although his name appears nowhere on the trophy, it almost immediately became known as the Battenburg Cup.

The Cup (sometimes referred to also as the British Challenge Cup) posed a perpetual challenge for racing cutters of the Atlantic Fleet. Under the agreement, whenever a ship holding the cup should fall in with a British man-o-war, she must give the Englishman a chance to compete for the prize.

If the British ship should win, her name would be engraved on the cup—but the cup was never to leave the U. S. Fleet. As it turned out, only two British ships ever challenged a U. S. Navy ship to a Battenburg race and only one won. She was HMS *Argyll*.

The first U. S. ship to win the cup was *Illinois*, in September 1906. She held it until May 1907 when *Argyll* had her victory. *Louisiana* took over in September of that year and the cup was thereafter held by U. S. Navy ships.

Finally, after *West Virginia* won the trophy in August 1940, the Battenburg Cup was taken out of competition. When that ship was placed out of commission in January 1947, the Battenburg Cup was taken into custody by the Special Services Division of BuPers.

While the Battenburg Cup was strictly a one-sport award, two equally famous but younger trophies are the Navy Department's pair of *Iron Man Trophies* awarded for general excellence in athletic competition.

The first Iron Man, which came out in 1919, was known originally and inscribed as the "Navy Depart-

ment General Excellency Trophy for Capital Ships of the Pacific Fleet." Because of the design of the trophy, it was soon nicknamed the "Iron Man Trophy." When the second trophy came along nine years later, the well-known nickname was included in its inscription. Oddly enough, no comparable Iron Man has ever been inaugurated for ships of the Atlantic Fleet.

The three-foot Iron Man is a bronze athlete standing on the World and holding aloft a laurel crown, the ancient symbol of athletic victory.

The first Iron Man was awarded by ComServPac on a system of points figured on the basis of participation and standings of ships' athletic teams.

The first to win it was *Mississippi* in 1919. She held the trophy until 1924 when *California* took it over for three years. Succeeding ships to win the trophy were (in this order): *Tennessee*, *Mississippi*, *West Virginia*, *Maryland*, *Tennessee*, *West Virginia*, *Tennessee*, *Nevada* and *Tennessee*.

The Iron Man was withdrawn from competition during World War II. After the war, competition-minded Pacific Fleet sailors began to ask, "Whatever happened to the Iron Man?" It was a tough question to answer.

Meanwhile, a government storehouse near the Nation's Capital had become the resting place for a sundry cargo of "homeless" pre-Pearl Harbor cups, plaques and other athletic awards. In early 1948, the thought occurred to someone that possibly the missing Iron Man might be among this collection. After a long and somewhat dusty search, not only this Iron Man was discovered, but also the second one was revealed.

Iron Man trophy No. 1 was dusted and polished and restored to its

rightful place in Pacific Fleet competition. This time, though, the regulations governing competition for it were modified to include not only battleships but any vessel of the Pacific Fleet.

As if in answer to the 21-year "capital ship" exclusive monopoly of the Iron Man, the trophy was won the first year of the new competition not by a "big ship" but by the destroyer tender *Dixie* (AD 14).

This was in 1949. The next year, 1950, the first submarine ever to win it took possession when *Sea Fox* (SS 402) came through on top. On the books, *Sea Fox* remains as defending champion, for the trophy was again withdrawn from competition when the Korean conflict broke out. For the time being, the No. 1 Iron Man has a temporary home at ComServ-Pac headquarters at Pearl.

The No. 2 Iron Man had been placed in competition in 1928 among cruisers, destroyers and aircraft squadrons of the Pacific Fleet. This trophy is now in the possession of the BuPers Special Services Division.

Then there was the *Dryden Trophy* for shooting. It was presented about 1903 by U. S. Senator John F. Dryden of New Jersey for annual competition under the auspices of the New Jersey Rifle Association and was open to teams from the Army, Navy, Marine Corps and National Guard units of the states, territories and District of Columbia.

The most elaborate of all Navy trophies, old or new, is probably the *Amoy Cup*. Made of solid gold, it is valued at more than \$5000. This vase-type cup of Chinese workmanship was presented by the Imperial Chinese Government at Amoy, China, on 3 Nov 1908 in commemoration of the occasion of the visit of the U. S. second squadron of battleships during the cruise around the world.

It became a football trophy (and at times a baseball award) hotly contested for by Navy teams. Today, it is among trophies encased at the Naval Academy.

The President's Cup, donated in October 1924 by President Calvin Coolidge, was awarded annually to the winner of a football game in Washington's Griffith Stadium between teams representing the Army and Navy. This was distinct from the yearly West Point-Annapolis gridiron series.

Football stars from various naval and military establishments were selected to form the two service teams. Army won the cup in the first year of competition with a 12-6 victory. The Marine Corps was permitted to enter competition after this and for the next three years, the Leathernecks from Quantico won the trophy, 20-0 in 1925, 26-7 in 1926, and 14-0 in 1927. Records of further President's Cup football games are out of circulation and the final disposition of the trophy is also unknown.

Another trophy that deserves mention is the *Leech Cup*, presented by A. Y. Leech, Jr., through the U.S. Lawn Tennis Association for annual competition between teams composed of officers and men of the Army and Navy.

From the first year of competition, the Leech Cup's history is this: The Army won, 7-0, in 1924, and again in 1925, 4-3. In 1926, a 5-2 Navy victory was the beginning of a string of nine consecutive victories during a 12-year period. It was not until 1939 that Army finally regained possession by defeating Navy 5-2. World War II halted Leech Cup competition and it wasn't resumed until 1947 when Army netmen swept the matches 7-0.

In 1948, the Leech Cup gained a third competitor—the Air Force. Navy won that year's series with a

OAR-BENDERS — Modern Navy men compete in ancient boat racing sport. Shown here are USNA midshipmen.



4-3 victory over the Air Force in the preliminary matches and a 6-1 win over Army in the finals.

In 1949, two matches were added to the Leech contest to put the scoring on a nine-point basis. The Air Force team forthwith bombed the Army 9-0 in the preliminaries and then downed the Navy 7-2 in the finals.

Leech Cup statistics show a total of 10 victories for Navy, four for the Army and one for the Air Force. The Leech Cup competition was suspended in 1950. At present there are no plans to revive the series.

Many of these Navy trophies met a nostalgic but patriotic fate early in World War II when they went into the melting pots throughout the country.

Competition for all these trophies has been spirited. The honor a ship gained when it won a baseball, football or rowing championship was second only to the prestige that came if it won top honors in target practice and engineering competition.

In the year 1900, *Navy Regulations* makes this mention of athletics. In the section dealing with duties of commanding officers is included the statement that COs "shall encourage the men to engage in athletics, fencing, boxing, boating, and other similar sports and exercises. Gymnastic outfits will be furnished by the Department to vessels requesting them."

Later, the quarterly allowances for ships were authorized for use in purchasing athletic gear. In the 1920s, as sports and sports trophies came into their own in increasing numbers, the Navy Department announced that profits from the canteens (ships' stores) could be spent for the amusement, comfort and contentment of the "enlisted forces" and for the purchase of athletic equip-

ment. This was a great advance for Navy athletics.

As for shipboard organization of sports, each captain was directed to appoint an athletic officer to be in general charge of all ship athletics. The captain also could appoint an officer-in-charge in each of the following sports, now expanded to include boat racing, football, baseball, track and swimming, basketball, boxing, fencing and gymnastics. Such officers would be assistants to the athletic officer and act as coaches for their respective teams.

In the early days, back in the late 1800s and early 1900s, championships, especially in boxing, changed hands at the drop of an anchor. "Champeens" sprang up overnight. They became champs by virtue of having bested all comers in their own squadron, division or ship.

Ships' boxers gave exhibitions ashore whenever possible. It was considered (as today) that such bouts did much to publicize the Navy among young men. Shore activities also conducted boxing championships.

The Atlantic and Pacific Fleets enthusiastically conducted their respective competitions, but All-Navy tournaments as we know them today were unheard of. Air transportation, of course, was still a thing of the future and our two fleets were separated not only by the North American continent but by some 14,000 miles of ocean via Cape Horn (The Panama Canal was not put into regular operation until 1914).

In 1908, during the cruise of "The Great White Fleet," one of the largest athletic events in early Navy history was staged at Los Angeles. It was a field day including practically every sport popular at the time.

The nearest thing to our present All-Navy championship in any of

the early Navy sports events occurred during fleet concentrations. When the ships got together for maneuvers, the athletes got together to prove their mettle.

In 1916, football championships of Atlantic naval activities (both ship and shore) were beginning to be held. Although varsity sports were the big thing, there also was competition for novices. This was the beginning of today's intramural sports program.

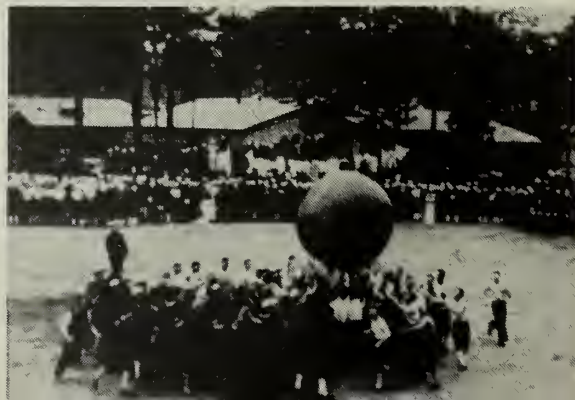
Also in 1916, a spirited Far Eastern baseball championship was conducted among Pacific Fleet units. The Torpedo Flotilla team from Manila traveled to Shanghai where they battled the team from the cruiser *Brooklyn*. More than 30,000 fans sat in on the day-to-day series which saw the *Brooklyn* nine emerge the champions in the best-of-five series.

Although the U.S. was not to become actively involved in World War I until April 1917, ships and personnel had much earlier had begun to concentrate on military preparedness. Emphasis on competitive athletics lessened proportionately. However, the entry of the U.S. into that conflict saw the influx of collegiate athletic talent into the Navy and the active affiliation of many great names in the sporting world.

In November 1917, Walter Camp, Yale's football adviser at the time, was appointed the Navy director of athletic activities at all naval training stations. Camp was probably best known for his famous All-America gridiron selections. With the exception of 1917, Camp selected an All-America team each year until his death in March 1925.

Incidentally, three Naval Academy players had been selected on Camp's annual All-American teams prior to 1917. Midshipman William H. Dague was chosen for an end slot

PUSH BALL, game in which teams try to maneuver ball across opponent's goal line, goes back many years in Navy.



in 1907. In 1911, Midshipman Jolm P. "Jack" Dalton filled the fullback's slot and in 1923 Midshipman John H. "Babe" Brown was selected to a guard position. It is interesting to note that 39 years later, this same "Babe" Brown, now a rear admiral, became the only Navy player selected on the first roster of the Football Hall of Fame.

Despite the pressing attention to World War I matters, some of Uncle Sam's ships found time to engage in sports in several foreign ports, much to the enjoyment and often the amazement of our various allies.

The Navy is credited, for example, with showing the Egyptians their first football game. When the cruiser *Des Moines* put into Alexandria, two elevens from that ship went ashore to put on an intra-ship contest. But *Des Moines* sailors didn't restrict themselves to one sport. Some months later, the ship's athletes startled native Egyptian sportsmen by winning that country's field hockey championship.

Navy teams were also instrumental in introducing and popularizing baseball in many sections of China, Japan, Hawaii and the Philippine Islands.

The year 1917 also saw baseball's famed "Georgia Peach," Ty Cobb, enlist in the Navy at Great Lakes where he took over the baseball coaching duties. Cobb had obtained leave from the Detroit baseball club and entered the Navy as an apprentice seaman after declining to accept a rating of chief yeoman.

After the Armistice in 1918, the Navy took a deep breath and settled down to take stock. The pre-war physical conditioning had paid off in many ways.

It took a couple of years to get the ball rolling again, but 1920 came up a sparkler in Navy sports. It was an Olympic Games year. Many Navy



SOFTBALL teams may be found wherever you can find sailors and a playing field. Below: World War II 'smoker' finds sailors slugging it out on BB.



FLIGHT DECK is scene of 60-yard dash. Right: Football and basketball are among most popular sports today.



eyes were turned toward the highly competitive berths on the U. S. squad.

The greatest Navy sports news of the year spread around the world under the headlines announcing that for the first time in Olympic history an American crew had captured the eight-oared shell rowing event of the Olympiad. The winning crew was that of the Naval Academy—and it was the first time a Navy crew had been entered in the competition!

Not only did the Academy oarsmen sweep to their win by a good quarter-length, but they covered the course in a new Olympic record time of six minutes, two and three-fifths seconds. Another winning Navy crew was to substantiate this prowess 32 years later as it won the rowing championship in the 1952 Olympics.

By 1921, the Navy Department had come to realize more and more that livewire athletic ships not only stood high in morale and ship spirit, but the same ships that habitually won top sports honors usually carried off the prizes in gunnery, engineering and navigation, too.

For example, in 1919, when the old *Mississippi* was in her heyday as a battleship, she became the first vessel to win the Iron Man Trophy. *Mississippi* defended the trophy successfully through 1923 and again held it during the 1929-1930 season. During all these years, *Mississippi* also won the fleet target and battle practice awards.

Probably the most significant sports event of 1921, as far as the Navy is concerned, was one which is now generally accepted as the most direct ancestor of All-Navy competition as it is known today.

It was this year that the top leather-pushers of the Atlantic and Pacific fleets squared off in Balboa Stadium in Panama, Canal Zone, to

determine that year's "All-Navy" boxing champions. Although this match was an unofficial affair as far as the Navy Department was concerned, it marked the beginning of an annual ring show that has been staged every year (except for 1922 and 1928) until 1941. After the lapse during World War II, the staging of the annual fistic show was begun again in 1946.

In 1924, only a few Navy athletes managed to make that year's Olympic squad and none returned with any championships, but the Navy's tie-in with the Olympic program was becoming better established and organized.

From 1924 to 1941, Navy sports continued much along the same lines. Unofficial "All-Navy" contests became more numerous and fleet units continued to acclaim their respective Navy-wide champs.

Not only was there an increasing emphasis on the encouragement of sports within the Naval Establishment, but more concern was being paid to the standards of performance.

Navy teams in the mid-1930s were arranging many goodwill contests in foreign countries visited. American sailors in England were swapping softball know-how with the British in exchange for indoctrination in the art of cricket.

During World War II, the progress of Navy sports from a competitive viewpoint was halted. The stress at training stations and in ships at sea, whenever practicable, shifted to physical conditioning. Athletic contests, because of their physical training and morale factors, were continued in so far as possible.

As in the first World War, there arose an urgent need for athletic specialists to carry out the Navy's physical training and welfare and recreation program. In April 1941,

the Navy Department announced the appointment of Commander James J. Tunney, USNR, as Director of the Navy Physical Fitness Program. Commander Tunney is best known as "Gene" Tunney, the gentleman who won the world's heavyweight title from Jack Dempsey in 1926. Following Tunney, incidentally, was another ex-sailor, Jack Sharkey.

Tunney started his fighting career in the naval service as a Marine back in 1917. He was the unofficial light heavyweight champion of the Navy before he entered the professional ranks.

Sharkey won the world's heavyweight title from Max Schmeling in 1932. Jack Sharkey also began his fistic career in the Navy, fighting for the battleship *uss North Dakota* and cruiser *uss Denver* in fleet boxing championships.

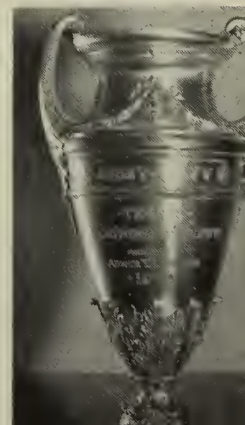
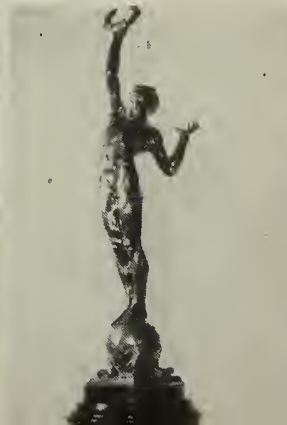
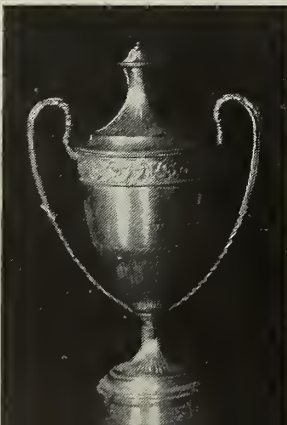
Tunney and Sharkey are two members of the so-called "Golden Trio" of boxing. They, plus the third man, Joe Louis, earned over \$2,000,000 directly with their dukes.

A rundown of other famous Navy names in boxing will be covered in a forthcoming article in ALL HANDS which will bring Navy sports up to date with the development of the All-Navy and Interservice sports programs.

As can be seen from this brief review, Navy sports have gradually developed from a loose-knit, catch-as-catch-can basis to a regional program which brought about competition between fleet groups and shore stations and which proved itself in the Navy's fighting prowess and efficiency during two World Wars.

Navy sports have come a long way from the days when sailors got their sports competition clambering up and down the rigging of a ship.—Ernest J. Jeffrey, JOC, usn.

FAMOUS TROPHIES include (l to-r) Dryden Trophy, Battenburg Cup, Amoy Cup, Iron Man No. 1 and the Leech Cup.





Traveling Clinic

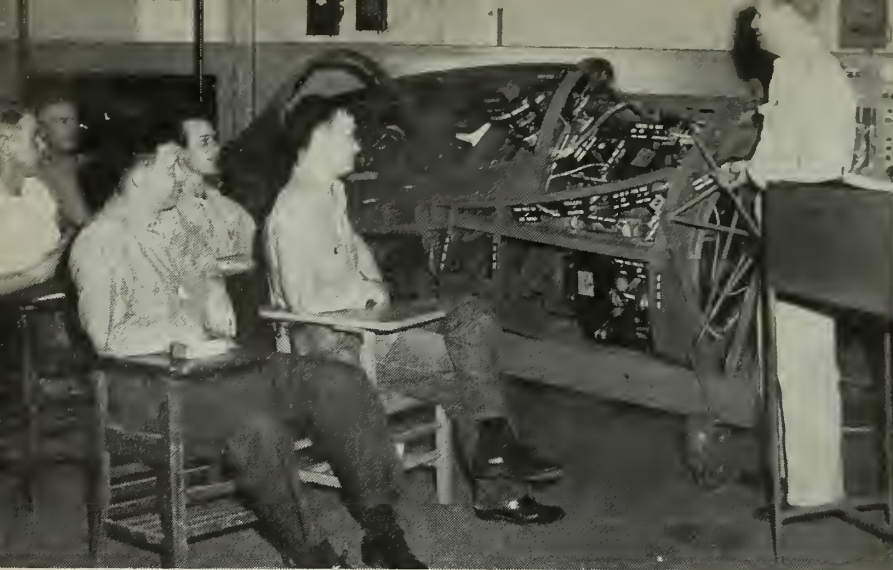
KEEP 'em happy and get 'em well—that's the motto followed by Navy medics wherever they are stationed.

Navy ships—large and small—have medical facilities to take care of sick and injured. Small ship sailors, however, are often transferred to bigger vessels when more elaborate facilities are needed.

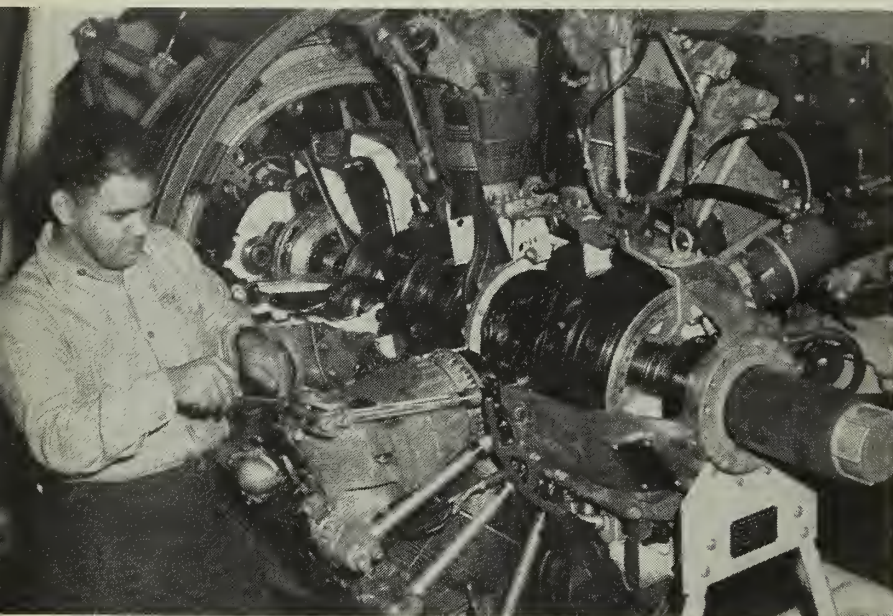
Destroyer, mine sweeper, and escort ship personnel sailing in the same area with a carrier, for example, frequently share the roomy medical facilities with flat-top crewmen—where all cases, from minor infections to those requiring specialized surgery, are treated with equal ease.

Here are photos showing medical department at work on board USS Boxer (CVA 21). *Upper left:* Tonsillectomies come off right on schedule even as planes roar from flight deck. *Upper right:* C. A. McLain, HN, USN, adjusts X-ray machine. *Right center:* Senior medical officer, CDR E. P. Irons, (MC) USN, and H. L. Blanchard, HMC, USN, examine X-rays and plan patient's treatment. *Lower right:* R. D. Nuzum, HM2, USN, bandages minor head injury while LT W. D. Thurston, (MC), USN, advises another patient. *Lower left:* Laboratory test is made by E. C. Larsen, HM3, USN.

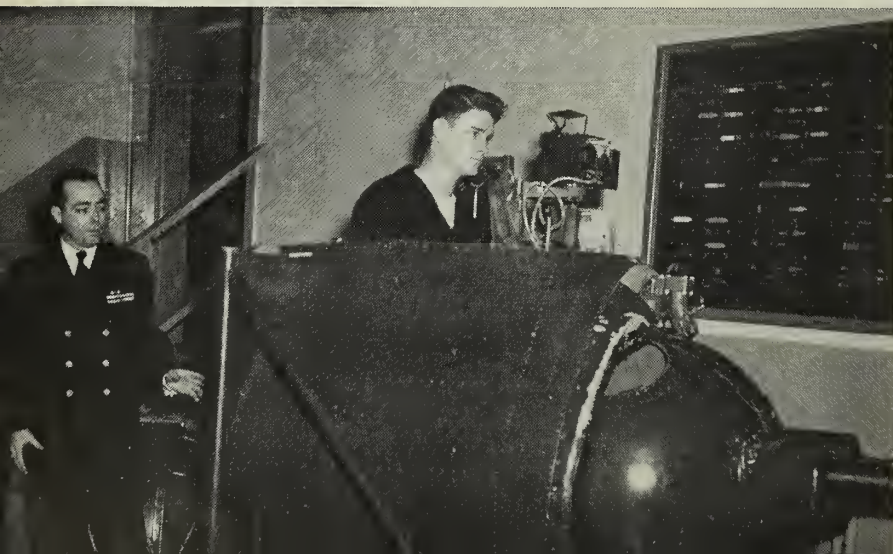




LECTURE on heating system of FJ2 'Fury' is given by L. Setzer, AEC, USN. Below: J. J. Trexler, AD1, USN, is shown adjusting valve on panel assembly.



SAILOR gets the 'feel' of being in tail turret. Roe E. Terry, AOC, USN, is conducting the class, a part of the Navy's Mobile Air Training program.



Trailer School

THERE are at least three good reasons why Navymen like instructor duty with Naval Air Mobile Training units. First, these instructors are doing an important job—training pilots and technicians in operation and maintenance of aircraft. Second, the work is a challenge to each instructor—it puts him on his mettle to keep instruction lively, interesting and yet effective. Finally, it counts as sea duty ashore!

Early in World War II, the need for a mobile training program became apparent from the standpoint of both economy and practicality.

The rapid development of new equipment, improvements in current installations, new concepts, new technological advances, brought constant changes to the aviation picture.

To keep pilots and technicians all over the Nation abreast of these changes, the air mobile training program was launched.

The program has been operating for more than a decade and provides streamlined, specialized instruction on naval aviation procedures, equipment and techniques for the trainee *at his operating activity*.

In short, it's a twist of the old saying about the mountain and Mahomet—the training facility moves to the trainee. Thus squadrons can avail themselves of this training program at their convenience and with a mini-

BOMB PARTS CLASS is taught by AO1. MAT program teaches maintenance, operation, service, overhaul.



r Navy Airmen

num of interference to their normal operations.

Men already trained in their work are kept "in the know" with latest information on new aircraft, modifications and improvements on existing planes and new or improved techniques related to aircraft.

Four types of trainers are used: Operational Flight, Maintenance, Fire Fighting and Munitions, Ordnance and Rearming.

Qualified personnel selected for this specialized instructor duty undergo a brief period of instruction at the Naval Air Technical Training Center, NAS Memphis, Tenn., before being assigned to a mobile unit.

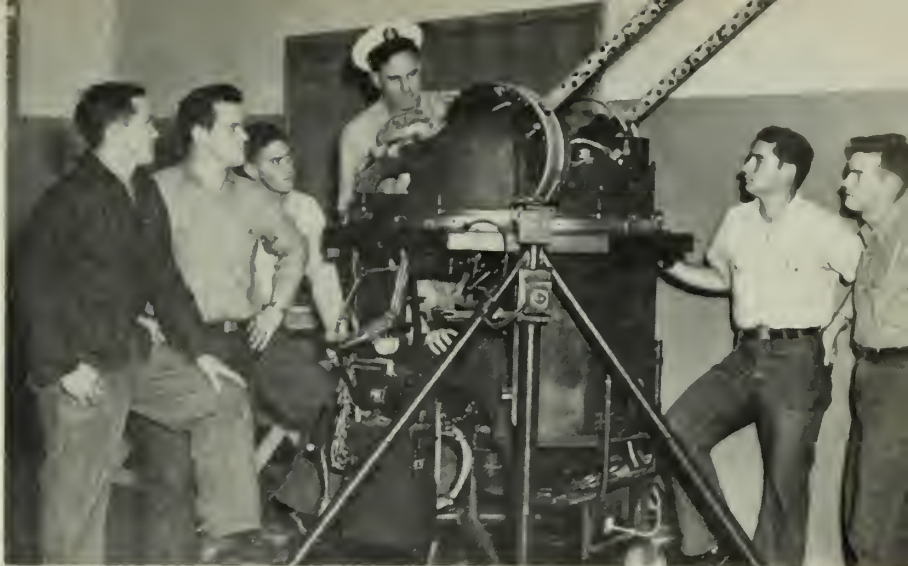
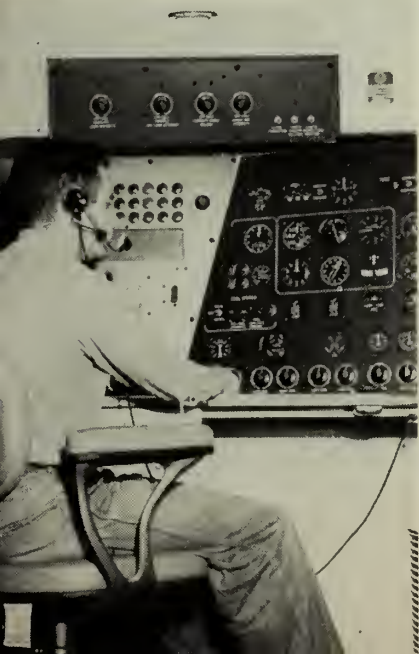
Once assigned to a unit, they work with trainers which are equipped with duplicated aircraft instrument panels, guns and turrets. These "mock ups" can be used to duplicate flight conditions of any nature.

A pilot being checked out in a new jet, for example, can experience flying in "soup" as well as fair weather. He'll learn the fuel and hydraulic systems, use of radio and radar, and even go through bail out procedure.

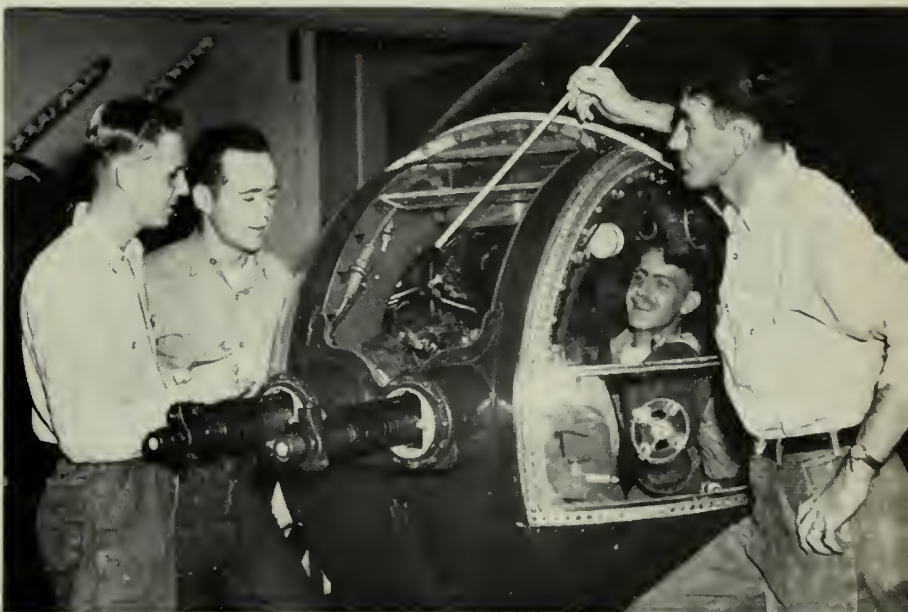
All this training takes place on the ground—saving many hours of actual flying time and reducing the cost of training pilots.

For information on how you may become an instructor in this program, see ALL HANDS, Dec 1953, pp. 46-47.

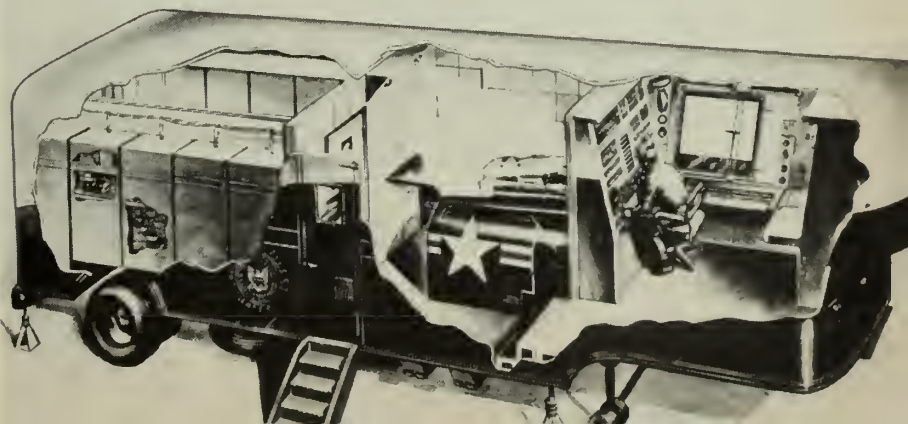
FROM CONTROL room of mobile trainer, W. V. Adams, TD1, observes movements of pilot in the cockpit.



SIXTH FLEET students are checked out on P2V-5 gun turret by Ebbie Hunter, AOC, USN. Below: Instructor Floyd Brown shows operation of nose turret.



CUTAWAY drawing shows F9F-2 Operational Flight Trainer. Student 'flies' in center compartment while instructor (right) operates trainer controls.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

ONE OF THE BUSIEST "FLEETS" in the Pacific is operated by the U. S. Army.

It is a 68-vessel Transportation Corps flotilla which has its home port in Naha, Okinawa. It is charged with the task of supplying food, clothing, gasoline, oil and other vital supplies to military installations on Okinawa and other islands in the Ryukyu chain.

The ships are manned by American soldiers and American and native civilians. The largest of the ships are 200-foot LSMs and the smallest are 20-foot "J" boats used to carry passengers and light cargo. The fleet also includes several large tugs.

★ ★ ★

PORTABLE BRIDGES, designed to carry the heaviest Army equipment used by field troops, are in the final stages of development and testing by the Army Corps of Engineers at Fort Belvoir, Va.

The need for rapid movement of larger and heavier mechanized military equipment has brought about the development of the three new bridges. Two of them are launched by armored vehicles. The "scissors-type" bridge is carried on and launched from a medium M-46 tank chassis, while the "portable assault" bridge is pushed across the gap and controlled by a standard M-47 tank.

The third is an aluminum, division-type fixed bridge, capable of carrying divisional combat and supply vehicles over a wide range of spans. It can be constructed in various lengths in multiples of 15 feet by crane or, in emergencies, by manpower. A 75-foot length of this new tactical bridge can be manually erected in 45 minutes or about one-third the time required for the same length of the old type.

The scissors-type bridge is 60 feet long, has a roadway width of 13½ feet and can carry loads up to 60 tons. For transporting, the scissor bridge is folded back in halves on the transporting tank. A series of hydraulic pistons and cables "launch" the bridge across the gap.

The assault-type bridge rests on two giant-sized rubber tires. Attached by linkage to the standard tank, it is maneuvered simply by pushing it with the tank and directing it into position. After the bridge is in position, the tank releases it. Able to carry up to 60 tons, the bridge is 43 feet long, and has a 13½ foot roadway width.

★ ★ ★

AN ELECTRONIC DEVICE for controlling incoming planes at busy air bases was revealed at Boston, Mass., for the first time last December by scientists of the U. S. Air Force's Cambridge Research Center.

Volscan, the popular name for the new air traffic control system, was developed over the past five years. It is an automatic system for bringing aircraft into a base at precise intervals of 30 seconds. In thousands of flight tests with many types of jet and propeller-driven planes during the past year, the system has proved to be the long-sought means of eliminating the "stacking-up" of planes over busy military and civilian airports.

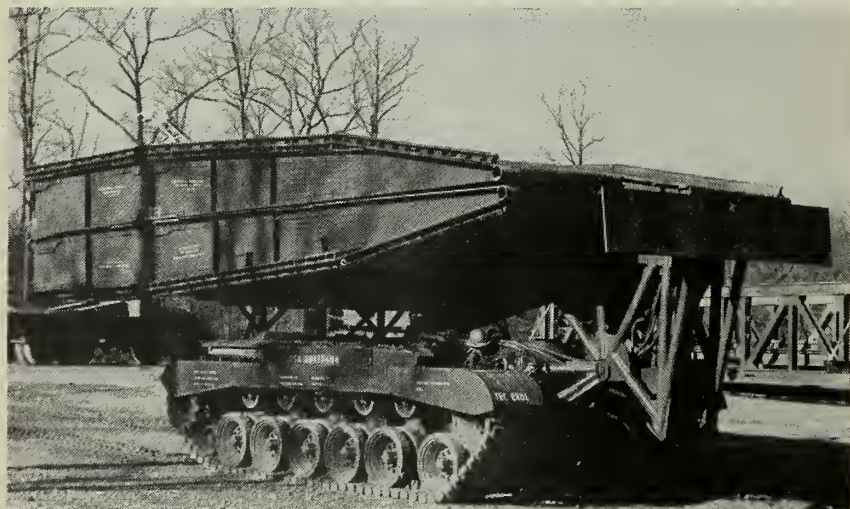
Airport traffic controllers at most bases today are often forced to delay aircraft for long periods of time because manual systems can control at the most only 40 aircraft per hour. *Volscan* can easily handle planes at the rate of 120 per hour.

Known officially as "Air Traffic Control Central, AN/GSN-3," the system is not a radar set; rather it is a combination of electronic, tracking and computing units which are capable of automatic control of all planes approaching an airport. Despite the complex portions of the apparatus, the system, according to scientists, is "basically simple."

Volscan directs the aircraft from 60 miles away until it is two miles from the runway and lined up with it in heading and altitude. At this point, in the great majority of weather situations, the pilot can land visually. If the weather is unusually bad, the last two miles can be made on Ground Control Approach or by Instrument Landing System.

Here's how *Volscan* works:

At the airbase is a truck with a large rotating radar



ARMY'S new aluminum scissors-type bridge is carried and launched by a modified turret-less tank. Right: About to be launched, the hydraulically operated bridge can be placed in position without exposing men to enemy fire.

antenna above it. This radar is similar to the standard radar equipment at most air bases.

Several hundred yards away from the truck is an underground concrete bunker that has been separated into two rooms. One room, illuminated by dim red lights, contains the main control console and radar scope, as well as a large flat radar display for recording the performance of aircraft under control. The other room contains the various electronic devices which make up *Volscan's* electronic brain.

When the incoming planes are about 60 miles away they are seen by *Volscan's* radar in the truck and their radar echoes appear on the circular screen of the radar scope in the bunker.

Meanwhile the planes tell the traffic operator which airport they are bound for. The operator then points a *Volscan* Light Gun at the aircraft's signal on the scope. Instantly, a small square of yellow light called a *tracking gate* surrounds the radar's blip. Each plane scheduled to land is inclosed by one of these gates.

As each plane's signal moves, the little tracing gate follows it, sorting out its position and velocity. These gates are produced by automatic devices called "An-tracs," which are *Volscan's* memory cells. They continue to work when radar echoes "fade" out.

Once the gate is tracking the aircraft's signal, the traffic operator pushes a button which starts the "reasoning" and calculating section of *Volscan's* brain called "Datac."

An electronic traffic manager considers the plane's relationship to the airport and to other inbound aircraft and automatically selects a schedule which will permit it to arrive as early as possible without conflicting with other planes.

Once the schedule has been selected, Datac continuously calculates control orders for the aircraft consisting of headings to fly, altitudes, airspeed and instructions—such as, slow down, lower landing gear, etc.

Datac does not confine the aircraft to an artificial "railroad track" type of path in the sky. Instead it uses the plane's ability to maneuver and achieves its precise timing by changing the aircraft's heading so that it will fly a path whose length is just enough to bring it to the final approach within nine seconds of its scheduled arrival.

★ ★ ★

AN EXPERIMENTAL AUTOMATIC RIFLE is undergoing final evaluation tests at the Big Delta proving grounds in Alaska to determine if the Army will adopt it as the new standard infantry rifle.

Designated the T-44, the new rifle is a further development of the standard M-1. Like the M-1, it is gas-operated, but is about one and three-quarters of a pound lighter and has a higher rate of fire.

Designed to fire either a 20-round box magazine from the bottom or a 10-round clip, the T-44 has a potential firing rate of 700 shots per minute. Its ease of handling is another advantage. An expert rifleman can hold the T-44 on a man-sized target and score 48 hits per minute, while the same man could score an average of only 34 hits per minute with the M-1.

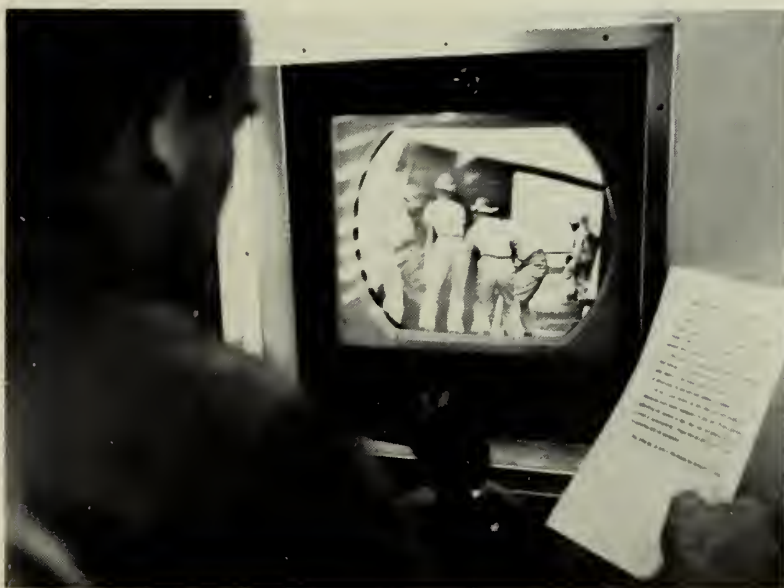
★ ★ ★

A NEW STANDARD Air Force air-rescue boat will soon be undergoing evaluation tests at Norfolk, Va.

The new craft, with a cruising speed of 25 knots and a maximum speed of 33 knots, has an over-all length of 94 feet and several features designed for air-rescue work.

A transom gate across the stern can be lowered to water level to assist in picking up downed airmen and there is a complete dispensary aboard. Search radar for better navigation and other new advancements in electronics are also included. It is powered by three 1500 h.p. marine gasoline engines.

A crew of 16 mans the boat. It is capable of delivery to its destination under its own power.



TRAINING BY TELEVISION—Member of the Signal Corps Mobile TV unit gives brief story of airborne loading operation being televised by the unit. Possible future use of TV on the front lines is demonstrated at right.

LETTERS TO THE EDITOR

Assignment on Reenlistment

SIR: Can a man, who reenlisted within 24 hours at the station to which he was transferred for discharge, give as his choice of next assignment two choices as shore duty, regardless of whether or not he has completed sea duty requirements as set forth in BuPers Inst. 1306.20A?

Also, is there any authority for a man who is discharged at a receiving station to reenlist at another naval activity of his choice (for instance, U.S. Naval Station, New Orleans, La.) if he can arrive there within 24 hours after separation?—C. L. B., YN2, USN.

• Personnel reported on a general detail report to BuPers may indicate four duty preferences. These preferences may be any combination of ship type, home port, Fleet, geographical area or location. No assurance can be given, however that they will be assigned to the duty of their choice. Also, if personnel do not meet the requirements set forth in BuPers Inst. 1306.20A, they may expect an assignment to sea duty.

There is no authority for the case that you state in your second question. An enlisted man, provided he is otherwise qualified, may reenlist within 24 hours on board the ship or station from which discharged. After 24 hours and within 90 days following discharge, he may reenlist only at a regular recruiting station.—Ed.

Philippine Order of Golden Dragon

SIR: I have heard about certificates for crossing the Arctic Circle, and the Equator, but wondered if there was any special certificate for men serving in the Philippines.—T. C., YNSN, USN.

• We understand that there is a special group belonging to the Order of the Golden Dragon. Some of the men of U. S. Naval Mobile Construction Battalion Three, such as William T. Riley, SK3 and Gordon Turner, SKSN, can give you more information. Their order may only be for DKs and SKs, but we understand that they have an honorary membership list. Perhaps you can write them at MCB-3, c/o Fleet Post Office, San Francisco, Calif.—Ed.

Does Sea Pay Stop on U. S. Leave?

SIR: Does sea pay for a man stop when he goes on leave in the U.S. if he is still attached to a ship?—J. H. T., YN2, USN.

• Sea duty pay is not payable for periods of leave within continental United States even though still attached to a ship. See paragraph 044060-2b, item 4, Navy Comptroller Manual.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Waves at Waikiki

SIR: Can you give me the date that Waves were first officially assigned to duty in Pearl Harbor and also the date of their landing there?—L. A. L., BMC, USN.

• Waves were first permitted to volunteer for service outside the continental U. S. in September 1944 under Public Law 441. The first contingent of Waves reported for duty in Hawaii on 6 Jan 1945.—Ed.

Track and Field Entrants

SIR: I am interested in entering the coming All Navy and Interservice Track and Field championships. Where could I obtain information concerning this?—H. E. J., DT2, USN.

• Information on the All Navy and Interservice Track and Field championships is contained in BuPers Inst. 1710-1A of 1 Oct 1953. It is also suggested that you contact the Special Services Officer at your station. He should be able to give you all the info.—Ed.

China Service Medal to Naha?

SIR: Recently you published the names of various units rating the China Service Medal.

Included in the list was the Naha Naval Air Facility (Formosa Strait Patrol). Does this mean that all personnel stationed at the Naha NAF receive the medal or only personnel in units, supported by NAF, which made the actual patrol?—T. A. B., DM3, USN.

• The Naval Air Facility, Naha, is credited with having participated from 18 Apr 1951 to 12 Sep 1952 in operations for which the China Service Medal (Extended) is authorized. However, only the personnel who actually made trips to China while based at Okinawa are entitled to the medal.—Ed.



Promotions in WO Classifications

SIR: In your article on warrant officers (December 1953), there is a statement concerning eligibility for promotion to warrant commission that I would like to check on. You say that to be eligible you must have 10 years' service. I believe BuPers says that you must be PO1 or CPO with but six years' service and not over 35 years of age.

I am also curious about the warrant classifications that are closed. Some of them, I know, would remain in a more or less inactive status until a possible future mobilization, but aren't there certain "token promotions" in almost all of them when the selection board does meet? Or are such promotions given as people retire?—L. S. B., DM1, USN.

• You're right concerning the service eligibility requirements for promotion to warrant. It should have read "six" instead of 10 years.

A board, convened during April-July 1952, considered all CPOs and PO1s who had at least six years' service and had not reached their 35th birthday. This board recommended personnel for appointment and they were placed on an eligibility list from which appointments are now made as vacancies occur.

No "token" promotions are made, however, nor are promotions made because of pending transfers to the Retired List.—Ed.

Hash Mark for Minority Cruise?

SIR: Am I correct in stating that the service stripe was formerly part of the uniform of a sailor who had completed a minority enlistment, even though his period of service was less than four years?—D. C. S., PN1, USN.

• You are right. Contrary to popular belief, naval personnel who have completed minority cruises (always more than three years and usually less than four years) were permitted to wear service stripes. It is believed the practice was originally permitted because a minority cruise, regardless of length, was considered as four years for all purposes except pay.

According to the 1951 edition of Uniform Regs, the requirement for wearing a service stripe is now four full years of active service. Uniform Regs further states that such active duty may be "in the Navy, Marine Corps, Coast Guard or Army or 'active service' in the Naval Reserve, or any combinations thereof." "Active service" here means service on the USNR "active list" whether performed on active duty or on inactive duty, or the two combined.—Ed.

Reporting Date on Orders

SIR: It would be appreciated by me if you would clarify a question concerning the reporting date on orders.

BuPers Manual, Art. C-6316, states, "if a person returns from leave prior to 0900 in the morning, that day does not count as a day of leave."

BuPers Manual, Art. C-5318, Para. five states, "a person reporting under orders, after being granted a delay to count as leave, has until midnight of the reporting date in which to report."

NavPers 10802-A of March 1953, *Useful Information for Newly Commissioned Officers*, on page eight, includes this statement under Note on Proceed Time; "A mistake often made is to overlook the part that proceed time means to report within four days, that is; by midnight on the fourth day. If you have four days' leave or four days' travel time you get the whole four days and can report on the morning of the fifth (when working hours begin). However, when you have four days proceed time, you have three full days free but must report on the fourth day before midnight".

All examples given in *NavPers 10802-A* and the *BuPers Manual* are examples which include proceed time. For example:

Detachment Date	10 November
Leave	10 days
Proceed Time	4 days
Travel Time	1 day
Date on which to report—25 Nov	(before midnight)

Now my question is, what is the reporting date *without* proceed time?

Detachment Date	10 November
Leave	10 days
Travel Time	1 Day

Would the reporting date be 21 November or 22 November before midnight?—P.E.M., CHSCLK, USN.

• First of all we would like to point out that there is a difference in the time an officer is required to report at his new station in carrying out change of duty orders as compared with the time of returning to his duty station at the expiration of leave granted by his present commanding officer. These two methods are set forth in *BuPers Manual*, Articles C-5318 and C-6316 respectively.

To answer your question, take the case of orders which specify more than one duty station to report to before reaching final duty station. The first sentence of your quotation from *NavPers 10802-A* refers to reporting at the first station mentioned in the orders—proceed time being involved. The second sentence quoted from *NavPers 10802-A* refers to a situation such as this: Some orders, after requiring an officer to report at his first station, further require him to proceed and report at a permanent duty station with travel time and delay involved.

Thus, in the example you discuss, if the temporary duty is completed on 10 November, and one day of travel time plus 10 days delay are involved in reporting at the final station, the officer would be expected to report at the beginning of office hours on 22 November. This allows him 11 full days for delay and travel time—no proceed time being involved in this computation.—Ed.

Transfer to Regular Navy

SIR: I am a recalled Reservist who is serving on a voluntary extension. I would like to transfer into the Regular Navy. Is it possible for me to break the Reserve extension for reenlistment purposes?—R. A. W., MN2, USNR.

• As provided in *BuPers Inst.* 1133.1A, discharge of Naval Reserve personnel serving on active duty for the purpose of immediate enlistment in the Regular Navy in accordance with *BuPers Inst.* 1130.4 may be effected by reason of Convenience of the Government at any time during current tour of active duty. The Reserve enlistment is not "broken" in this case, but is terminated through discharge and immediate enlistment in the Regular Navy.—Ed.

Carriers at Pearl on 7 December?

SIR: Can you tell me if the *USS Yorktown* or any other carrier was in Pearl Harbor on 7 Dec 1941. What damage was done to the carriers by the Japanese and were there any casualties?—F. L., ENDC(SS), USN.

• *Yorktown* was operating off the Atlantic Coast when Pearl Harbor was hit. *Enterprise* and *Lexington* were the only carriers operating in the Pacific at that time and both were at sea when the attack came.—Ed.

How to Get Your Medal

SIR: It is my understanding that a medal has been issued for every campaign or service ribbon. I would like to know the procedure required to obtain the medals.—R. B. B., QM1, USN.

• Applications for Navy campaign and service medals may be addressed in the form of a letter to the Chief of Naval Personnel, Atten: Pers B4 (for officers) or Pers E3 (for enlisted personnel), Navy Department, Washington 25, D. C. by the individual concerned.

The applicant should state his full name, serial or service number, rank or rate and the units to which attached with dates of such service for which a medal is claimed.

A word of warning though—medals for Korean Service and National Defense Service are not as yet available. ALL HANDS will carry a notice when they are.—Ed.

When Spaces Count

SIR: The QM gang on our ship has been arguing since the last fleet-wide exams as to whether the space between words in the communications test is counted as a character, much like a space is counted a stroke in the typing tests. Are they counted in flashing light or semaphore?—A. F. McC., Jr., QM2, USN.

• Standards for typing tests are based on total number of strokes. A space on a typewriter requires a stroke and is computed as such. Spacing between words when sending code requires no physical action on the part of the sender and therefore cannot be counted as an error. However, it is acknowledged that incorrect spacing does make for a "sloppy light."—Ed.



'FIGHTING LADY'—*USS Yorktown* (CV 5) (above) was in Atlantic waters during Pearl Harbor attack. Today's *Yorktown* (CVA 10) was completed in April 1943.

Waivers on Basic Battery Test

SIR: Does BuPers allow a waiver of 15 points on the Basic Battery Test scores for personnel requesting a Class "A" service school? If not, what is the maximum number of points that can be waived for entrance to a Service School?—C. L. D., YN3, USN.

• *Waivers on Basic Battery Test scores for attendance at Class "A" service schools are authorized only under conditions where other compensating factors, such as demonstrated experience or aptitude, exist. Normally, 15 points*

where two scores are involved or 10 points on one single score are the highest waivers granted, but there is no established maximum.—Ed.

Statistics on BMs, YNs and PN's

SIR: Are there more rated boatswain mates in the Navy than there are rated yeomen and personnel men combined? Can you give me the figures?—E. R. LeR., YN2, USN.

• *The following statistics are as of 30 Sep 1953. Rated YNs and PN's total 19,204. Rated BMs total 21,994.*—Ed.

Reemployment Rights in Civil Service

SIR: I am a Naval Reservist and have been on continuous active duty since 17 Jul 1950. I am to be released from active duty on 30 Apr 1954 and my enlistment in the Reserves expires on 30 Jul 1954. I left a Federal Civil Service position to enter active duty. I am interested in remaining on active duty and here's what I would like to know:

The NCPI (Naval Civilian Personnel Instructions) state that an employee may be absent from his position, voluntarily, for the purpose of serving on active duty with the armed forces for a maximum period of four years and retain reemployment rights to his position. Would it be legal for me to reenlist in the Reserves for another four years on 30 Apr 1954, execute an agreement to remain on active duty for any period up to four years, get a 30-day leave, return to my Civil Service position, work a couple of weeks and again resign to enter military service and still retain my reemployment rights?—L. O. W., YNSC, USNR.

• *The NCPI (Naval Civilian Personnel Instructions) state that an employee may be absent from a position voluntarily or otherwise for a maximum of four years after 24 Jun 1948 for the purpose of serving on active duty with the armed forces and retain reemployment rights to his position upon release from the armed forces. Consequently, if you were to reenlist in the Reserve voluntarily, whether or not you returned and worked in your Civil Service position, it appears that you would lose all reemployment rights to that position upon release from such voluntary reenlistment. The only exception (under Public Law 121, 83rd Congress) is where additional active duty is imposed by law, or for the purpose of determining physical fitness.*—Ed.

Responsibility in a Small Boat

SIR: Can a chief petty officer of the seaman branch be held responsible for the safety of a liberty boat and the personnel embarked therein, when he is the senior man embarked. Or is the coxswain entirely responsible for the safety of boat and personnel?—R. L. M., BMC, USN.

• *Traditionally the authority of the coxswain of a boat is given him by the officer of the deck and he would be responsible for the safety and management of the boat to the exclusion of all persons embarked except those officers referred to in Art. 1331, Navy Regulations.*

The coxswain would have the necessary authority over personnel embarked to permit him to discharge this responsibility. However, this does not prevent the Officer of the Deck or the Commanding Officer from giving another competent person embarked this responsibility.—Ed.

Ready for an Argument?

SIR: Going through a back issue of ALL HANDS (June 1953) I came across a photo of USS New Jersey (p. 16). The caption stated that a broadside moved the giant ship sidewise. It is my contention that the turbulence shown in the picture is caused by blast effect and that the sideways motion of the ship is negligible. It would be interesting to find out actually how far, if at all, a battleship is moved laterally by a broadside.—R. B. F., CDR, USN.

• *Here is what BuShips scientists say, citing two different cases.*

Case I—the ship with no forward motion: For the firing of one broadside, the sidewise displacement at the end of one minute and after ten minutes is estimated to be of the order of 10 feet and 100 feet, respectively. This calculation is for a perfectly calm sea, zero wind and necessarily includes certain other assumptions.

Case II—the ship advancing at 15 knots: For the firing of one broadside, the sidewise displacement at the end of 6 seconds and after 60 seconds is estimated to be of the order of one foot and five feet, respectively. In this case, the ship acts as a giant hydrofoil with the resistance to sidewise motion varying as the first power of velocity of lateral motion. The forward motion of the ship causes the damping of sidewise motion to be

much greater than for the case of zero forward speed. The sidewise displacement at the end of one minute is thus nearly complete.

When there is no forward speed, no limit to sidewise displacement exists, but only a gradual decrement of velocity of sidewise motion.

Incidentally, we understand that a fairly small pull on a line will move a BB sideways if applied long enough and the force is not overcome by some other force. The mathematical wizards at BuShips can produce formulas to prove it.

Our reader, however, is not wrong in saying that the turbulence shown in the picture, reprinted here, is caused by blast effect. We agree with him that it was so caused, either by blast effect from that or an earlier broadside. But the fact remains, as noted above, that a broadside does move the ship sidewise. From this photo it is not possible to say to what extent the battleship has moved or will move sidewise, since there is no way of knowing the time elapsed since any previous broadside, or the speed of the ship, if it was moving, at the time of broadside. To us it looks as though New Jersey was moving at slow speed, if at all. As in Case I above, if it had no forward motion, this sidewise movement should be several feet in less than a minute.—Ed.



USS NEW JERSEY (BB 62) lets go with her 16" guns. Experts say a broadside, under certain conditions, can move a ship sidewise 100 feet in 10 minutes.

Obligations in NROTC Training

Sir: As a Navyman soon to go on inactive duty, I want to enter the NROTC program and I have a few questions I hope you can answer. I will have four years' reserve obligation and I wonder if any consideration has been given to the granting of deferments from recall to active duty, similar to those granted by Selective Service? Also I would like to know how entering the NROTC program will affect my enlisted reserve status and obligations?—W. J. W., YN3, USN.

• You neglected to mention whether you would enter NROTC as a Contract student or as a Regular NROTC student, but in either case you would not be subject to orders to active duty until completion of training if you remained in good status in the NROTC.

A Regular NROTC student, upon enrollment, is appointed to the grade of Midshipman, USNR. In accordance with existing directives, such students holding an enlisted status in the Naval Reserve or Regular Navy are discharged on the day immediately preceding the date of appointment as Midshipmen, USNR.

Contract NROTC students have no military status in the naval service in that capacity, and therefore retain any enlisted status in the Naval Reserve until such time as their enlistments expire or they are commissioned Ensign, USNR.

In any event, in accordance with the deferment agreement executed upon enrollment in the NROTC, all students become obligated to serve in the Navy or Naval Reserve for a period of eight years upon acceptance of commission of Ensign.

Previous enlistment in the U. S. Naval Reserve does not affect this period of obligated service.—Ed.

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, ALL HANDS), and should include approximate publication date, address of shop or station, price per copy and whether money is required with the order.

USS Coral Sea (CVA 43)—A supply of Coral Sea Calendar Books, 1954, featuring the 1953 cruise is available at \$1.10 each postpaid. Requests for these copies should be made with proper remittance to the Custodian Recreation Fund, USS Coral Sea (CVA 43), c/o Fleet Post Office, New York, N. Y.

Merchant Marine Ribbons

Sir: During 1944 and 1945 I served in the Merchant Marine. Our ship was attached to the Seventh Fleet operating in the South Pacific.

Could you tell me what campaign or service ribbons I am eligible to wear?—E. M. N., SWS2, USNR.

• Campaign awards were not issued by the armed services for duty in the Merchant Marine. The Merchant Marine, however, issued its own awards and it is suggested that you address your communication to the Seaman Service Awards Branch, U. S. Maritime Commission, Washington, 25, D. C.—Ed.

No Shoulder Patches

Sir: I've heard that special shoulder patches have been authorized for personnel in canted-deck carriers. Could you affirm or disaffirm this?—R. E. McT., AM3, USN.

• No such patch is authorized for wear on the naval uniform. In fact no shoulder patches of any kind are authorized for wear by naval personnel.—Ed.

Courses for Air Controlman

Sir: The September 1953 Catalog of Enlisted Correspondence Courses lists five courses which are recommended as applicable to the Air Controlman rating. However, only small parts of these courses deal directly with the AC rating and a man taking these courses must complete the entire thing thereby going through much superfluous material.

Some of the currently available courses, aerology especially, are badly outdated and the information obsolete. An Aerology course based on the WBAN Manual of Surface Observations (Circular N) would be of much greater use to the Air Controlman than the whole of Aerology, Vols 1 and 2.

An AC is required to be current with the latest information on the control of air traffic, yet rating exams are apparently based on obsolete material contained in some of these recommended correspondence courses. Furthermore, most rating exams cover material which is contained in publications that are classified; access to such publications is often difficult. Other things such as information on weight, balance and navigation are not readily available except in the offices where they are particularly used.

Can the Bureau set up a list of courses and publications that would be of greater interest and much more use to air controlmen than those currently available?—E. S. S., AC2, USN.

• Much of what you say is true and has been recognized by BuPers. Action has been taken to correct this situation by the establishment last year of the U. S. Navy Training Publications Center, Memphis, especially for the preparation of rating courses for aviation personnel. This activity is small, but it is hoped that its output will correct the problems expressed in your letter.—Ed.

...how to send ALL HANDS to the folks at home

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)

Two Strikes—and Striker Is Out

SIR: I have come up with a problem which I think only you can clear up. Does a Class "A" school graduate who has failed the competitive examination for advancement to pay grade E-4 twice or even three times, have his striker identification symbol removed on the authority of BuPers Inst. 1430.4A?

Paragraph 7a of this instruction states that "Class 'A' school graduates shall be identified as strikers by assigning striker identifications to form appropriate rate symbols upon satisfactory completion of the course of instruction." However, paragraph 8a of the same instruction states that "commanding officers shall remove the striker identification of those strikers who have twice failed the service-wide competitive examinations for advancement to pay grade E-4." What's the straight dope?—H. T. D., YN3, USN.

• In accordance with paragraph 8a of BuPers Inst. 1430.4A, the commanding officer shall remove the striker identification of strikers who twice fail the service-wide competitive examinations for advancement to pay grade E-4. Class "A" school graduates are included in this directive. While BuPers stresses utilization of Class "A" school graduates in the field for which they were trained, it is considered that those graduates who twice fail the service-wide examinations do not possess the necessary qualifications to warrant retention of their striker

identification. However, personnel in this category may continue to be utilized in the field for which they received special training. Future advancement in their particular field is not prohibited by this removal of the striker identification.—Ed.

Three States Have Korean Bonuses

SIR: Can you tell me what states have passed a bonus bill for Korean war veterans?—D. W. J., TESN, USN.

• Three of them. Massachusetts has granted a bonus ranging from \$100 to \$300 for veterans of the Korean conflict who served at least 90 days and meet other requirements. Survivors of a serviceman who died in the service receive \$300.

Michigan has granted a death benefit of \$500 for the surviving family of a serviceman from that state who died as a result of Korean war action, while Vermont has provided for a bonus of \$10 a month for honorably discharged ex-enlisted men and a survivor's benefit of \$120 for the families of those who died as a result of action in Korea.—Ed.

EMs in Amateur Golf Championship

SIR: Your attention is invited to an article in the November ALL HANDS, in which you gave due credit to Gene Littler, SN, who won the National Amateur Golf Championship. However, you failed to show another naval competitor in the National Amateur.

Billy Casper, SN, of Naval Communi-

cations Station San Diego is the San Diego County Amateur Champion. He qualified in regional finals and went as far as the third round of the National Amateur before he was eliminated. He is a strong competitor and deserves recognition in your magazine.—T. R. K., CAPT., USN.

• Thank you for letting us know of another Nacyman who competed in the top golf tournament in the country. ALL HANDS is always interested in giving credit where credit is due. However, PIOs in the field are sometimes a bit slow in relaying information to us.—Ed.

Vests Went Out In 1951

SIR: I heard some years ago that a vest with gold or black buttons was an optional part of the Navy uniform, for officers and CPOs, but in searching through United States Navy Uniform Regulations for the authority to wear a vest I fail to find this item of clothing as part of the uniform for chief petty officers. Can you tell me if they are, have been or are not allowed?—T. F. C., CHGUN, USN.

• There is no authorization for chief petty officers to wear a vest with the uniform, no matter what type buttons are used. However, the vest, or waistcoat as it was described, was authorized as an optional garment of wear until 1951.

The vest was made of the same material as the coat and had six gilt buttons.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Chicago* (1917-1920 Crew)—The 34th annual reunion dinner will be held at McAllisters in Philadelphia, Pa., on Saturday evening, 24 Apr 1954. For reservations, write Paul A. Kline, 1520 N. Conestoga St., Philadelphia, Pa.

• *uss Oklahoma Veterans*—A reunion of the commissioning and World War I crew will be held by this association at the Parker House, Boston, Mass., on 8 and 9 May 1954. For information, write Edward H. Lutz, 673 Lindley Road, Glenside, Pa.

• *uss Leviathan Veterans*—Navy personnel who served aboard this ship during World War I, will hold their 31st Annual Reunion and dinner of this association on Saturday evening, 1 May 1954 at Dunhall's Restaurant, 40th St. and Broadway, New York, N. Y. Reservations may be made by writing, R. L. Hedlander, Box 22, Greenwich, Conn.

• *8th Naval Construction Battalion*

—The "Eight Ball" Battalion (Seabees) will hold its Third Annual Reunion in Boston, Mass., on 17, 18 and 19 Sep 1954. For further details, write Valentyne Brennan, 28 Outlook Lane, Levittown, Pa.

• *uss LST 558*—All hands who served aboard this ship between May 1944 and February 1946, and are interested in holding a reunion, with time and place to be decided, contact H. J. Thurber, Jr., 2516 West Pater-son Ave., Chicago 45, Ill.

• *uss LCI 673*—All members interested in a reunion, with time and place to be decided, contact John H. Norton, New Clappett Building, Fairfield, Conn.

• *Air Group 20* (U. S. Pacific Fleet, 1943-1945)—All hands who served in this air group, up to its return from combat cruise in 1945, and are interested in a reunion on 25 Oct 1954 in New York City, contact Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

• *Carrier Air Group 35* (VT 35, VF 35, VB 35)—All hands who served in CAG 35 aboard *uss Chenango* (CVE 28) between October 1943 and December 1944 and personnel attached to CAG 35 between January 1945 and November 1945 are asked

to write C. E. Carpenter, 2101 Maryland, Topeka, Kan., concerning a reunion in May or June 1954.

• *uss Manila Bay* (CVE 61)—All officers and enlisted men who are interested in a reunion to be held in St. Louis, Mo., late in July 1954, please contact H. W. Tibbitts, 3147 Pennsylvania Ave., St. Louis, Mo.

• *uss Bryant* (DD 665)—All hands who served in this ship during World War II, and are interested in a reunion early this summer, please contact Henry W. Isleib, 102 Edgemere St., Fayetteville, N. Y.

• *uss LST 377*—Former officers of this ship, when she was attached to ComNavEur in June 1944, are asked to write to LT James L. Farrell, USNR, 2514 First Avenue North, Box 719, Billings, Mont. A reunion is planned.

• *uss LSM 93*—Men who served in this ship during World War II, and are interested in a reunion with time and place to be decided, contact Gene Lambert, Box 505, Louisville, Ill.

• *Motor Torpedo Boat Squadron 28*—A reunion of this squadron is in the making. For information, contact Stan Bazarek, 2715 N. Washtenaw Ave., Chicago 47, Ill.

How To Figure Your Service 'Take-Home' Pay

AT popular request, ALL HANDS magazine is again printing the table of active duty service pay and allowances along with the new table of withholding tax (under the reduced tax scale which became effective on 1 Jan 1954).

All types of pay and allowances, except clothing allowances, are covered in the accompanying chart. To find out what your monthly active duty basic pay is, consult the tables on pages 32 and 33 corresponding to your rank or rate, under the column heading indicating your total years of service—both active and inactive duty in the Navy and/or Naval Reserve. (There are certain exceptions to this; for example, time served at Naval Academy may not be counted. Also, time for unauthorized absence may not be included.)

Basic pay is the term now used to represent what was formerly called "base pay" plus "longevity."

Your active duty basic pay is shown in the table and is determined by your pay grade and your number of accumulated years of service.

Under the Career Compensation Act, basic pay is increased every two years, depending on your grade, up to a maximum of 18 years, thereafter every four years, also depending on the pay grade held. (See the chart for your grade.) Under this act, in general the plan for periodic pay increases amounts to approximately \$15 per month for officers and \$7.50 per month for enlisted personnel for each two-year increase.

In figuring your basic pay (including your periodic pay increases), you should count both active and inactive duty in the Navy and Naval Reserve (with the exceptions noted above.) If you previously served in

Here Are Items of Service Pay Which Are Withheld

Here are the items of income which BuSandA defines as taxable pay and which are subject to withholding of income tax (that is, the Navy withholds on these items):

- Basic pay.
- Additional pay of officers of the Medical and Dental Corps.
- Special pay (incentive pay) for hazardous duty.
- Diving duty pay.
- Sea and foreign duty pay.

Some items of pay for active service, although not subject to withholding tax deductions during 1953 are subject to income tax and *must* be reported.

- Reenlistment bonus.
- Reenlistment allowances.
- Lump sum leave payments.
- Mileage (this, however, applies only to the travel money paid to the member of the naval service, and does not include travel pay for dependents, which is not taxable.)

Note: In no case is the amount representing quarters and subsistence allowances subject to income tax.

another branch of the armed services—Army, Marine Corps, National Guard, Air Force, Coast Guard, Public Health Service, or their reserve components—you should consult with the disbursing officer at your activity to ascertain if such service is creditable for pay purposes.

The total years of service *do not have to be consecutive* to count for periodic pay increases in basic pay. That is, if an EM joined the Navy in 1942 and was discharged in 1946, then joined the Naval Reserve in 1948, he can count both his time in the Navy on active duty and his time in the Naval Reserve on inactive duty in figuring his years of service.

In figuring your new monthly basic pay—including any special pay for which you are eligible such as sea pay, foreign duty pay, hazardous duty pay or flight pay—there are certain deductions you must consider before you can arrive at the *net pay you will pick up on pay day*.

Allotments are one form of such deductions—allotments like your "Q" allotment and allotments for insurance and Defense Bonds.

The other major deduction you must take into consideration is your withholding tax. The amount of withholding tax deductions depends on two factors: first, your monthly taxable pay (including special duty pay); and second, the number of legal exemptions claimed by you.

For example: according to the withholding tax table (pp. 32-33), if you receive monthly taxable pay of \$193.80 per month, and have a wife and one child, the tax withheld is \$4.90 per month, which is 60 cents per month less than what was withheld on the same income during 1953. If, however, you have a wife and two or more children, no tax is withheld for this amount of income.

Under the subsistence allowance for enlisted personnel, a daily rate of \$2.57, when rations in kind are not available, is authorized in the United States. Members overseas are entitled to overseas station per diem allowances.

When permission is granted to mess off the base, commuted rations at the rate of \$1.10 per day are authorized (previously it was \$1.20 per day). Leave rations are authorized at \$1.10 per day for enlisted personnel instead of \$1.20 per day.

For your information, the enlisted basic allowance for quarters (BAQ) remains unchanged. An enlisted man without dependents is entitled to BAQ only when government quarters are not available (for example, an EM on recruiting duty).

All enlisted men *with* dependents,
(Continued on page 34)



"This will kill you—I forgot to mail my income tax return!"



"And every March 15th this strange, empty feeling returns."

Table of Active Duty S

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)											
	Under 2 yrs.	Over 2 yrs.	Over 4 yrs.	Over 6 yrs.	Over 8 yrs.	Over 10 yrs.	Over 12 yrs.	Over 14 yrs.	Over 16 yrs.	Over 18 yrs.	Over 22 yrs.	Over 26 yrs.
0-8 Rear Admiral (Upper Half) and above	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30
0-7 Rear Admiral (Lower Half)....	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	829.92
0-6 Captain	592.80	592.80	592.80	592.80	592.80	592.80	592.80	592.80	607.62	637.26	666.90	696.54
0-5 Commander	474.24	474.24	474.24	474.24	474.24	474.24	489.06	503.88	518.70	548.34	577.98	607.62
0-4 Lieutenant Commander	400.14	400.14	400.14	400.14	414.96	429.78	444.60	459.42	474.24	503.88	518.70	533.52
0-3 Lieutenant	326.04	326.04	340.86	355.68	370.50	385.32	400.14	414.96	429.78	444.60	459.42	459.42
0-2 Lieutenant (junior grade).....	259.36	274.18	289.00	303.82	318.64	333.46	348.28	363.10	363.10	363.10	363.10	363.10
0-1 Ensign	222.30	237.12	251.94	266.76	281.58	296.40	311.22	326.04	326.04	326.04	326.04	326.04
W-4 (Cam. Warrant Officer).....	332.90	332.90	332.90	348.04	363.17	378.30	393.43	408.56	423.70	438.83	453.96	469.09
W-3 (Cam. Warrant Officer).....	302.64	302.64	302.64	310.21	317.77	325.34	332.90	340.48	348.04	363.17	378.30	393.43
W-2 (Cam. Warrant Officer).....	264.82	264.82	264.82	264.82	272.38	279.95	287.51	295.08	302.64	317.77	332.90	348.04
W-1 (Warrant Officer)	219.42	219.42	219.42	226.98	234.55	242.11	249.68	257.24	264.82	279.95	295.08	310.21
E-7 (Chief Petty Officer).....	206.39	206.39	214.03	221.68	229.32	236.96	244.61	252.25	259.90	275.18	290.47	305.76
E-6 (Petty Officer, 1st Class).....	175.81	175.81	183.46	191.10	198.74	206.39	214.03	221.68	229.32	244.61	259.90	275.18
E-5 (Petty Officer, 2nd Class).....	145.24	152.88	160.52	168.17	175.81	183.46	191.10	198.74	206.39	221.68	236.96	252.25
E-4 (Petty Officer, 3rd Class).....	122.30	129.95	137.59	145.24	152.88	160.52	168.17	175.81	183.46	198.74	198.74	198.74
E-3 (SN, FN, AN, CN, TN, HN, DN	99.37	107.02	114.66	122.30	129.95	137.59	145.24	152.88	152.88	152.88	152.88	152.88
E-2 (SA, FA, AA, CP, TA, HA, DA)	85.80	93.60	101.40	109.20	117.00	124.80	124.80	124.80	124.80	124.80	124.80	124.80
E-1 (aver 4 months) (SR) (etc.)....	83.20	91.00	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80
E-1 (under 4 months) (SR) (etc.)....	78.00											

New Table of Withhold

PAY—To find out your service pay subject to withholding, see story.		EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.				
Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
\$0	\$56	\$0	\$0	\$0	\$0	\$0
56	60	.40	0	0	0	0
60	64	1.20	0	0	0	0
64	68	1.90	0	0	0	0
68	72	2.60	0	0	0	0
72	76	3.30	0	0	0	0
76	80	4.00	0	0	0	0
80	84	4.80	0	0	0	0
84	88	5.50	0	0	0	0
88	92	6.20	0	0	0	0
92	96	6.90	0	0	0	0
96	100	7.60	0	0	0	0
100	104	8.40	0	0	0	0
104	108	9.10	0	0	0	0
108	112	9.80	0	0	0	0
112	116	10.50	.50	0	0	0
116	120	11.20	1.20	0	0	0
120	124	12.00	2.00	0	0	0
124	128	12.70	2.70	0	0	0
128	132	13.40	3.40	0	0	0
132	136	14.10	4.10	0	0	0

PAY—To find out your service pay subject to withholding, see story.		EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.				
Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
\$136	\$140	\$14.80	\$4.80	\$0	\$0	\$0
140	144	15.60	5.60	0	0	0
144	148	16.30	6.30	0	0	0
148	152	17.00	7.00	0	0	0
152	156	17.70	7.70	0	0	0
156	160	18.40	8.40	0	0	0
160	164	19.20	9.20	0	0	0
164	168	19.90	9.90	0	0	0
168	172	20.60	10.60	.60	0	0
172	176	21.30	11.30	1.30	0	0
176	180	22.00	12.00	2.00	0	0
180	184	22.80	12.80	2.80	0	0
184	188	23.50	13.50	3.50	0	0
188	192	24.20	14.20	4.20	0	0
192	196	24.90	14.90	4.90	0	0
196	200	25.60	15.60	5.60	0	0
200	204	26.40	16.40	6.40	0	0
204	208	27.10	17.10	7.10	0	0
208	212	27.80	17.80	7.80	0	0
212	216	28.50	18.50	8.50	0	0
216	220	29.20	19.20	9.20	0	0
220	224	30.00	20.00	10.00	0	0

Pay and Allowances

SPECIAL DUTY PAY (PER MONTH)			SUBSISTENCE ALLOWANCE (with or without dependents)	QUARTERS ALLOWANCES (PER MONTH)										
Pay of Foreign Duty	Flight Pay (crew member) or Sub- marine Pay	Other Hazard- ous Duty Pay		No De- pendents	With De- pendents	QUARTERS ALLOWANCES AND MONTHLY ALLOTMENTS FOR ENLISTED PERSONNEL WITH DEPENDENTS								
			The columns listed below apply only to enlisted personnel with dependents. The enlisted person's quarters allowance is determined by his pay grade and by the number of persons who are legally dependent upon him, up to a maximum of three dependents. A sum equal to this quarter's allowance (column A), as authorized by the Armed Forces Pay Raise Act (Public Law 346), is combined with a certain minimum portion of the enlisted man's basic pay (column B), and together with A, plus B, are equivalent to the minimum amount of the allotment check which the Government sends to the enlisted man's dependent.											
Not eli- gible	\$150.00	\$100.00	\$47.88	\$136.80	\$171.00	REMEMBER, in figuring out the actual amount of your service pay and allowances which you will receive in your personal check (or in cash), SUBTRACT the amount in column B (plus any additional contribution by allotment to your dependents) from the amount listed in your pay grade under "Monthly Basic Pay." The sum in column B represents the required minimum amount from your basic pay which you must contribute to your dependent's allotment. This sum in column B is included with the Government's contribution in column A to equal the amount mailed by the Allotment Division, Field Branch, BuSandA, Cleveland, Ohio, direct to your dependent. Payments of your pay will continue in even dollars. Balances of cents, as before, will be carried over and credited to your pay account.								
	150.00			136.80	171.00	YOUR EXACT PAY can be figured if you ADD your clothing allowance, any special duty pay (sea pay, flight pay, etc.), or commuted rations. Then SUBTRACT any allotments such as your own contribution to BAQ, withholding tax, Defense Bonds, insurance, savings bank account, excess leave checkage, etc.								
	210.00			119.70	136.80									
	180.00			102.60	136.80									
	150.00			94.20	119.70									
	120.00			85.50	102.60									
	110.00			77.10	94.20									
100.00	68.40	85.50												
Not eli- gible	\$100.00	\$100.00	\$47.88	94.20	119.70	PAY GRADE	A			B	A + B =			
				85.50	102.60		BASIC QUARTERS ALLOW- ANCE FOR DEPENDENT(S)			ENLISTED MEMBER'S MINIMUM CONTRIBU- TION FROM BASIC PAY	MINIMUM AMOUNT OF MONTHLY ALLOTMENT TO DEPENDENT(S)			
				77.10	94.20		1 depend.	2 depend.	over 2 dep.	1 depend.	2 depend.	over 2 dep.		
				68.40	85.50									
22.50	\$75.00	\$50.00	A daily rate of \$2.57 when rations in kind are not available. When permission is granted to mess off the base, commuted rations at \$1.10 per day, Leave rations at \$1.10 per day are figured for each day of leave.	\$51.30 (authorized only when gov't. quarters are not available)	See explanation in columns at right	E7 (CPO)	\$77.10	\$77.10	\$96.90	\$80.00	\$157.10	\$157.10	\$176.90	
20.00	67.50					E6 (PO1)	77.10	77.10	96.90	80.00	157.10	157.10	176.90	
16.00	60.00					E5 (PO2)	77.10	77.10	96.90	60.00	137.10	137.10	156.90	
13.00	52.50					E4 (PO3)	77.10	77.10	96.90	60.00	137.10	137.10	156.90	
9.00	45.00					E3 (SN)	51.30	77.10	96.90	40.00	91.30	117.10	136.90	
8.00	37.50					E2 (SA)	51.30	77.10	96.90	40.00	91.30	117.10	136.90	
8.00	30.00					E1 (SR)	51.30	77.10	96.90	40.00	91.30	117.10	136.90	
8.00	30.00													

Tax Under Pay Scale

PAY—To find out your service pay subject to withholding, see story. EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.						
Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
24	228	\$30.70	\$20.70	\$10.70	\$ 7.0	\$0
28	232	31.40	21.40	11.40	1.40	0
32	236	32.10	22.10	12.10	2.10	0
36	240	32.80	22.80	12.80	2.80	0
40	248	33.90	23.90	13.90	3.90	0
48	256	35.40	25.40	15.40	5.40	0
56	264	36.80	26.80	16.80	6.80	0
64	272	38.20	28.20	18.20	8.20	0
72	280	39.70	29.70	19.70	9.70	0
80	288	41.10	31.10	21.10	11.10	1.10
88	296	42.60	32.60	22.60	12.60	2.60
96	304	44.00	34.00	24.00	14.00	4.00
104	312	45.40	35.40	25.40	15.40	5.40
112	320	46.90	36.90	26.90	16.90	6.90
120	328	48.30	38.30	28.30	18.30	8.30
128	336	49.80	39.80	29.80	19.80	9.80
136	344	51.20	41.20	31.20	21.20	11.20
144	352	52.60	42.60	32.60	22.60	12.60
152	360	54.10	44.10	34.10	24.10	14.10
160	368	55.50	45.50	35.50	25.50	15.50
168	376	57.00	47.00	37.00	27.00	17.00
176	384	58.40	48.40	38.40	28.40	18.40

PAY—To find out your service pay subject to withholding, see story. EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.						
Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
\$384	\$392	\$59.80	\$49.80	\$39.80	\$29.80	\$19.80
392	400	61.30	51.30	41.30	31.30	21.30
400	420	63.80	53.80	43.80	33.80	23.80
420	440	67.40	57.40	47.40	37.40	27.40
440	460	71.00	61.00	51.00	41.00	31.00
460	480	74.60	64.60	54.60	44.60	34.60
480	500	78.20	68.20	58.20	48.20	38.20
500	520	81.80	71.80	61.80	51.80	41.80
520	540	85.40	75.40	65.40	55.40	45.40
540	560	89.00	79.00	69.00	59.00	49.00
560	580	92.60	82.60	72.60	62.60	52.60
580	600	96.20	86.20	76.20	66.20	56.20
600	640	101.60	91.60	81.60	71.60	61.60
640	680	108.80	98.80	88.80	78.80	68.80
680	720	116.00	106.00	96.00	86.00	76.00
720	760	123.20	113.20	103.20	93.20	83.20
760	800	130.40	120.40	110.40	100.40	90.40
800	840	137.60	127.60	117.60	107.60	97.60
840	880	144.80	134.80	124.80	114.80	104.80
880	920	152.00	142.00	132.00	122.00	112.00
920	960	159.20	149.20	139.20	129.20	119.20
960	1,000	166.40	156.40	146.40	136.40	126.40



ANTENNA raised high, heavily laden LCM roars toward beach, jockeyed by coxswain who is directed via radio both from beach and USS Wyandot.

Off-Shore Unloading Aided by Transceivers

High frequency radio transceivers saved many man-hours and solved vexing transportation problems during "Operation Nanook," the Navy's annual resupply of the Joint Canadian-United States weather station and RCAF Air Base located at Resolute, Cornwallis Island, in the Canadian Northwest.

Nineteen transceivers were used during the operation last year. A master control station was established on the bridge of USS Wyandot (AKA 92) to coordinate off-loading.

Eight LCMs, charged with the task of shuttling cargo from ship to beach, were fitted with transceivers. Other transceivers were set up in the beach operations tent and the shore end of the oil and gasoline lines. USS Nespelen (AOG 55) also had one. Still other transceivers were shifted from place to place as the need for them arose.

Off-loading of supplies was regulated by a beach master and his assistants while Wyandot spotted the boats at the proper loading stations.

All transceivers were adjusted to operate on the same frequency, making the ship-to-shore task of coordinating the operation much easier.

Coxswains had been briefed in proper voice procedure before the off-loading got under way to insure efficient service.

Since each coxswain could be reached by radio, LCMs could be diverted to breaking ice with their heavily laden craft while they awaited a spot at the unloading jetties.—Jack Fry, JO3, USN, and Joe Coppola, PHAN, USN, ComServRon FOUR.



"WYANDOT . . ." — Karl Bahsler, ET3, USN, tunes transceiver as John Maguire, ET3, USN, calls vessel.

(Continued from page 31)

regardless of their pay grade, are entitled to a quarters allowance for their dependents whether they are serving ashore, or at sea or overseas, except in cases where Government quarters have been provided for use by their dependents. In the latter case, the enlisted member's pay record is not credited with BAQ.

The BAQ for an enlisted man with dependents varies according to his pay grade and number of legal dependents he has, up to and including three dependents.

• **Exemptions** — In figuring the number of your exemptions, you can count one for *yourself* (as taxpayer) and one for *each of your dependents*. If you and your spouse are filing a *joint return*, both of you would be a "taxpayer" and *each* would then be entitled to one exemption. If you are filing a *separate return*, you can still count your spouse as an exemption, but only if she had no gross income during the calendar year. does not file a separate return and was not dependent upon another taxpayer.

In addition, if you have attained the age of 65 at the end of the taxable year, you are entitled to one additional exemption for yourself and if you are blind at the end of the taxable year, you are entitled to still another exemption. The same exemptions apply to your spouse on reaching the age of 65 and/or for blindness, but only where a *separate return* was filed by you and the spouse had no gross income during the calendar year and was not dependent on another taxpayer.

In order to claim credit for a dependent, it is necessary that all four of the following tests be met: (1) dependent be either taxpayer's child, stepchild, legally adopted child or close relative; (2) the dependent must have a gross income of less than \$600 for the calendar year; (3) the taxpayer must furnish more than half of the dependent's support for the calendar year; and (4) the dependent, if married, does not make a joint return with his or her spouse, or have his or her exemption claimed on the separate return of his or her spouse. Citizens of foreign countries may not be claimed as dependents unless residents of either the U. S., Mexico, or Canada.

Further details on income tax may be found in *ALL HANDS*, February 1954, pp. 44-45-46.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Two EMs Develop Training Aid

A new training aid called the Flight Sonobuoy Trainer, has been put into production and ten units have been delivered to East coast aviation ASW units.

The training unit, which consists of recording devices used to simulate a submarine submerged under "sonobuoy" detection, was first conceived by the British Royal Navy for use in training its anti-submarine forces. Almost simultaneously two U. S. Navymen, Theron D. Hiatt, ALC, USN, and Bob J. Aebischer, AL2, USN, handmade a training aid based on the same idea in answer to a need for a device that would eliminate the necessity of having a "live" submarine for a target.

The training aid developed by the Navymen is based on a principle utilizing recordings of a submarine's propeller and rudder noises.

The whole unit—a packaged affair consisting of amplifier, recording turntable, and transmitter—can be set up in an aircraft carrier's ready room or arranged on the flight deck.

The "record players" (two or four of them are generally used) are started and the sound transmitted to a pilot "student" aloft in a plane. By increasing or decreasing the sound intensity of the records and hence the signal strength to the plane, the movements of a sub evading a sonobuoy pattern can be simulated.

From the pilot's point of view there is no difference between the training aid and the real thing. The signals he receives from the record players via his sonobuoy receiver are the same as he would re-



HOSPITAL SHIP USS Repose (AH 16) earned title of 'Angel of Orient' after lengthy service in Korean theater. It was built from keel up for medical service.

ceive from actual dropped sonobuoys. The pilot analyzes the sounds just as he would actual transmissions from a pattern of sonobuoys picking up an actual sub's screw noises. The pilot is thus able to determine the target's course and speed.

The plane's course, which is plotted by the pilot himself during the training problem, is later compared with the particular problem that has been introduced into the training device by the "conducting officer" back on the carrier. From this it can be determined how accurate the pilot was in his tracking of the "submarine."

The home-made training aids built by the two ALs were turned over to the Navy's Special Devices Center at Sands Point, L. I., N. Y., for evaluation and development.

Plans for an improved training aid were then released to a private manufacturer and construction was begun on a number of units. The first 10 now have been delivered and others will be shipped to ASW forces on the Pacific Coast early in 1954 as they become available.

Wonsan Plaque

The 22 destroyer division commanders who took part in the two-and-one-half year siege of Wonsan will be presented a plaque bearing a small key to that city.

The plaque is a replica of the city key inherited by relieving destroyer division commanders, who bear the mythical "Mayor of Wonsan" title. The original key to the city, bearing the words "The Bay of Eternal Prosperity" and "The Mayor of Wonsan," was forwarded to the Museum of Naval History at Annapolis, Md., at the end of the Korean hostilities.

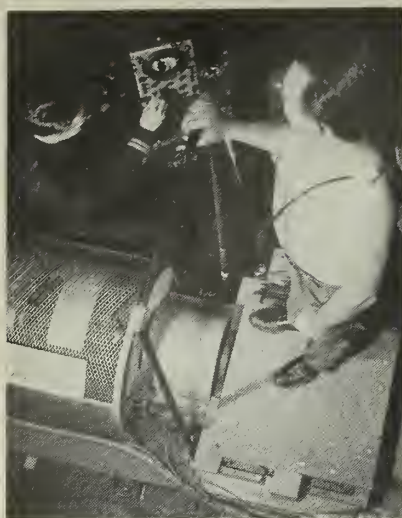
The siege of Wonsan, one of the longest naval blockades in history, acted as a bottleneck in the Communist supply funnel, cutting off the use of railroad facilities and supply dumps in that city.

The blockading began in October 1950 when the Navy began clearing "one of the most intensive minefields in history" so the ships could enter.

YESTERDAY'S NAVY

Authorization by Congress of a group of new ships in the Act of 3 Mar 1883 was considered a major step toward the development of a modern U. S. Navy. First of the "White Squadron," they included the 4500-ton Chicago, and the 3000-ton cruisers Atlanta and Boston. On 19 Mar 1898, America's then most modern battleship, the 10,000-ton Oregon, left San Francisco, raced around Cape Horn to Florida, and went on to Santiago, Cuba, to join the Atlantic Fleet. The 14,700-mile voyage took a record 71 days.





HE'S GOING TO BE 'SHOOK'—H. L. Braun, ET3, USN, gets ready for vibration test given by LT R. Fowler.

Getting 'Shook' With a Purpose

Navy men aboard our high-speed modern ships who often emerge from an engineering space feeling like a "well shook" milkshake, are in for some relief.

As part of a continuing study of the effects of mechanical vibration on man, the Navy has now designed and put into operation a research machine termed a "large displacement-amplitude" vibration machine.

As machinery afloat becomes more powerful, producing more speed for ships, the effects of vibration on operators and maintenance men become more pronounced. Aviators, operators of high-speed turbines, diesel engines, ventilation blowers and so on, as well as operators of hand-operated and electrical tools, are complaining more and more of fatigue and discomfort.

At present, vibration engineers have no standard by which to determine when vibration becomes detrimental to an operator. The new machine should help provide such a yardstick to determine to what degree vibration eats into operator comfort and efficiency.

Marines Save Japanese Village

The U. S. Marines saved a Japanese village from destruction during the typhoon season when the Ado River poured into the village.

After typhoon "Tess" roared down upon Honjo, Shiga Prefecture, Japan, the violent winds forced the Ado River through the dikes, not only flooding the village but demolishing

the paddies. Although the villagers immediately turned to and set up a makeshift dike, the best they could do was to make a temporary structure that would not hold out long against the raging river.

At this point the Third Marine Engineer Battalion, based at Camp Okubo, Japan, moved in and rebuilt the dikes.

In three weeks the Marines moved approximately 50,000 tons of soil to the river bank. It is estimated that without the help of these Leathernecks it would have taken 58,500 man-days and would have cost the villagers more than \$42,000.

'White Hat March' Wins

The Navy's winner of the \$1000 ASCAP John Phillip Sousa award in the Armed Forces March Competition is Gerard T. Bowen, MUC, USN, instructor at the Naval School of Music.

Chief Bowen's winning entry, entitled "White Hat March," was composed in a day and a half. It was selected from 41 entries by a board of civilian judges designated by the Chief of Naval Personnel.



Gerald T. Bowen

While the chief has written many other pieces of music and done many arrangements during his musical career, this is the first march that he has written.

At the School of Music, Chief Bowen supervises the advance course for future bandleaders.

Starting on a Saturday morning he worked through until noon Sunday on the "White Hat March." The title was selected after he had tested it on bluejackets at the Receiving Station in Washington.

Other Navy men whose marches placed in the first five are: David R. Sprung, MU3, USN, with his entry, "United Nations Forces"; Gordon A. Finlay, MUC, USN, with his entry, "Our Fighting Fleet"; Lawrence R. Hosmann, MU1, USN, with his entry, "Marche Brillante"; and Kenneth A. Lowe, MU1, USN with his entry, "The Blue Angels March."

Judges for the contest were Mr. Nilo Hovey, Director of Bands at Butler University and Mr. Lawrence Intravaia, Director of Bands at the University of West Va.



AWAY LIFEBOAT! — Crewmen lower boat during 'man overboard' drill—one of essential shipboard drills.

Women Marines' Birthday

Like their Army and Navy counterparts, the Women Marines are celebrating anniversary years with two digits.

February marked the 11th anniversary of the Women Marines, who actually date their beginning back to the days of World War I. At that time, "Marinettes" came into being as clerical help, to release a Marine for combat duty. A small force, the Marinettes were released in 1919 and never reactivated.

It wasn't until February 1943 that the ladies were again called upon for duty with the Corps.

With the Armed Forces Integration Act, women were authorized to be brought into the Regular Marine Corps, where they would provide a ready and trained nucleus of officer and enlisted personnel.

The present Director of the Women Marines, Colonel Julia Hamblet, had this to say:

"Today, as for the past 11 years, women in forest green are playing a vital role in the accomplishment of the Marine Corps' mission. By efficiently performing assigned tasks in the supporting establishment, Women Marines help insure that the Fleet Marine Forces are completely mobile and free to fight, whenever and wherever needed.

"I am confident that in the years ahead, the women in the Marine Corps and the Marine Corps Reserve will continue to proudly assist the Corps in maintaining and increasing its state of readiness."

More Canted Decks

The newly developed canted deck, which enables fast planes to land at an angle across the flight deck of a carrier instead of straight ahead, is going to be installed on three more *Essex*-class aircraft carriers.

Plans have been approved for converting and installing the new canted deck arrangement on the carriers *Bon Homme Richard* (CVA 31), *Shangri La* (CVA 38) and *Lexington* (CVA 16).

Bon Homme Richard is now undergoing conversion in Naval Shipyard San Francisco, Calif., while *Shangri La* and *Lexington* are in the Puget Sound Shipyard.

This canted deck installation will cost approximately five million dollars. In addition to the canted deck each carrier will get steam catapults, more space to store its jet planes and aviation gasoline, plus new radar and electronics equipment, as part of the completed conversion.

A canted flight deck has already been scheduled for the two large carriers *Forrestal* (CVA 59) now being built in Newport News, Va., and *Saratoga* (CVA 60) under construction at the New York Naval Shipyard.

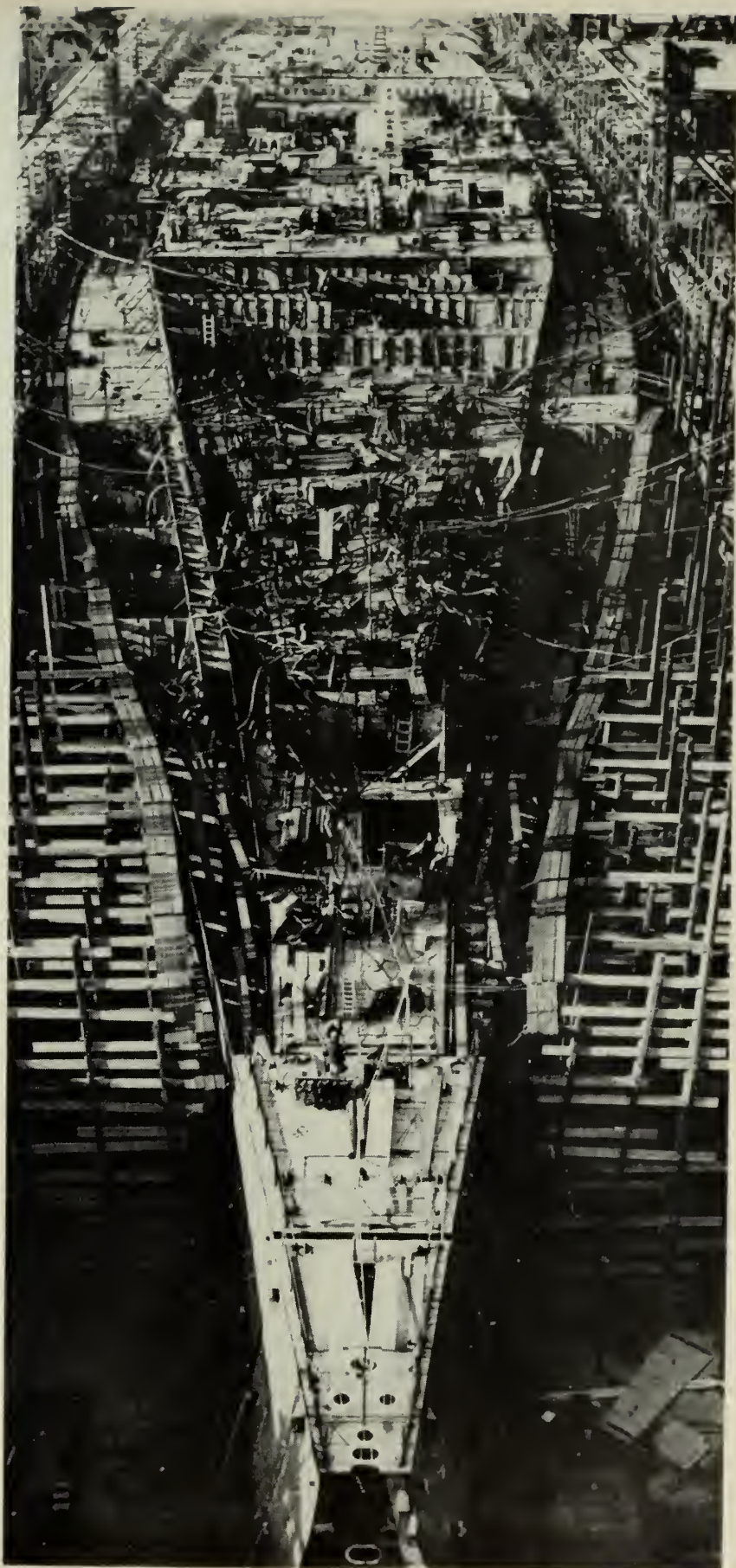
USS Antietam (CVS 36) was the first carrier to get the new type deck. Her conversion was completed early last spring at the New York Naval Shipyard.

Results of the operational trials aboard *Antietam* indicate that the canted deck aircraft carrier provides the safest, most desirable and most suitable platform for all types of aircraft and is superior to the axial-type deck.

The canted flight deck on *Antietam* was installed at an angle of 10½ degrees to the centerline. The landing area is 525 feet long with a width at the landing ramp of 70 feet and narrowing to 32 feet eight inches at the extreme forward end. This gives the effect of "flying into a funnel," causing the pilot to head toward the canted centerline, and aids him in maintaining his flight path.

One of the chief operational advantages of the canted deck carrier is the greater flexibility achieved by eliminating the centerline elevator

GIANT HULL of *USS Forrestal* (CVA 59), framed in a network of scaffolding, takes shape at Newport News.



and utilizing instead one or more starboard deck edge elevators. This means that in launching aircraft more elevators are available for bringing up spares from the hangar and storing other aircraft below.

An important advantage is that launching by catapult and landing aircraft can be carried on simultaneously. The net effect of reducing the time required for a carrier to launch and recover aircraft increases its over-all operating efficiency in a task force.

Another advantage of the canted deck, particularly as far as the carrier pilot is concerned, is that it removes the costly hazard of a crash into gassed and armed planes parked forward of the barriers. Canted-deck landings do not require the use of a barrier or barricade, although provisions have been made for two on *Antietam* notwithstanding.



OFF TO AN EARLY START—Mike Cardenas, 19-month-old son of Fortino Cardenas, PNSN, USN, is proud of his sailor suit—with two service stripes, yet!

Navymen Design Safety Device

An experimental safety device which might sometime save the life of a pilot or prevent the loss of a valuable aircraft has been designed by three Navymen and is now ready for use at NAS Alameda.

A. H. Bossert, ADC, USN; R. C. Hanley, AE1, USN; and A. S. Neto AM2, USN, have devised a flare warning system which will reduce the chance that a pilot will inadvertently make a "wheels up" landing.

The system consists of two "Very's pistols," one of which is welded to a bracket on top of the runway wheel-watch shack. This pistol is aimed slightly downwind in a nearly vertical position and parallel to the runway so that maximum height is achieved. This flare is intended to

give warning to aircraft not yet on final approach.

The second pistol is mounted on a stand 200 feet upwind of the wheel-watch shack. It is aimed forty-five degrees upwind and parallel to the runway. Fired simultaneously with the first, it will give warning to aircraft already on final approach or in a position too late to be waved off by signal flags.

The flares are controlled by the duty runway signalman who fires them electrically with a firing button mounted on his starboard signal paddle. The button is inserted into the handle of the paddle between the metal loops on the inboard end to prevent inadvertently firing the flares.

In the event of a plane attempting

a landing with wheels up, the signalman need only press the firing button and, regardless of weather, day or night, the pilot is immediately made aware of his danger by the flares cascading into bright flame.

No occasion has arisen to use the system as yet, but if the simple economical flares can prevent one accident they will have paid for themselves many times.

Auto Racing at Sea

Building a miniature auto racing engine from scratch is a unique hobby, but that's exactly what two sailors from the carrier *USS Oriskany* (CVA 34) are doing.

Joseph Schaab, MR3, USN, and Don Weaver, FN, USN, both of whom have had professional experience in the automotive and machine shop fields in civilian life, decided to spend their off-duty hours at sea by building a model auto racing engine.

Starting out with little except scrap metal, the two Navymen are building what they predict will be a 10-horsepower engine capable of making 10,000 revolutions a minute.

In building their model engine, Weaver and Schaab have taken a few ideas from some of the standard automobile engines and also added a few ideas of their own.

To skeptics who doubt that the Weaver-Schaab-designed engine will work, the builders merely reply, "when the time comes, we'll race anything down the flight deck, even a Panther jet."



DEMON F3H-1N is the Navy's new carrier-based fighter. It combines interceptor speed, fighter maneuverability with the payload of an attack bomber.

Space Helmet

Navy kids are "blasting off" into outer space at the Navy Medical Center, Bethesda, Md., by wearing a new "space helmet" that is designed to feed a "sleep" gas to children being prepared for surgical operations.

The transparent plastic helmet was originated and perfected by Commander D. J. Giorgio, chief of anesthesia, and his associate, Lieutenant J. G. Morrow. It was constructed by Commander J. V. Niiranen, chief of Prosthodontics Service at the Center's dental school.

The helmet is named for its popular counterpart in comic strips and

television programs. It was recently used successfully on several children undergoing operations at the Center.

The clear plastic permits the child a wide view of his surroundings. As cyclopropane gas and oxygen are being introduced into the helmet, the youngster is told he is going on a "space trip." When the patient is unconscious, the helmet is removed, regular ether administered and the operation performed.

The helmet has been enthusiastically received by hospitals throughout the country and patent rights are being obtained by the Navy Department to insure wider use in the Medical Corps.



JIMMY BOWDEN, son of Navy chief, gets pointers from LTJG Morrow on new space-type 'sleep' helmet.

HM's Hobby Helps Youngsters Back on Their Feet

A hospital corpsman at a U. S. Naval hospital has an off-duty hobby that is giving aid and hope for the future to many unfortunate children.

On his own time and at his own expense, Clarence H. Harris, HM2, USN, makes orthopedic appliances for his small patients at the U. S. Naval Hospital, Jacksonville, Fla. His patients are children whose treatment requires physical remedies, like massage or electricity, instead of drugs.

Harris became interested in his hobby through his work at the orthopedic ward where he met five-year old Gloria Stegall who was paralyzed from the waist down as a result of a spinal injury at birth.

Harris gave Gloria therapeutic treatments for six months, during which time she made some progress.



HOBBY of Clarence H. Harris, HM2, is to help make children well again. He builds orthopedic appliances.

When he learned that the child was not going to be able to continue her treatments, Harris decided to build her a "trainer walker," a device that might help teach her to walk.

After obtaining some scrap metal, he bent it to shape, put legs and wheels on it, padded the arms with foam rubber and gave it to her family with instructions on how to use it. When she returned to the hospital for treatment a few months later, she could not only stand in it but could push herself around.

Gloria soon advanced to crutches and new braces. Later the crutches were removed and she was able to walk along on the braces alone. Although still a patient, she is making "marked progress."

After his success in this case, Harris decided to go into "production" of orthopedic appliances on a larger scale. He spent lunch hours and after duty hours searching for material that he could use. In one instance he built a combination wheel chair and play table from an old bed.

He has found that his project is never-ending. There is always another patient whose parents can't afford the particular type of aid needed. Much of the equipment he makes can be handed down from one child to another. As they outgrow crutches, advance from the trainer walker, or no longer need a wheel chair, the children return them to Harris who in turn passes them on to another child.

Harris's hobby has been a big help for many of the youngsters down Jacksonville way.

Shooting (with Camera) Helped

Sharp-eyed Bob Westlund, PHAN, USN, of NAMTU Point Mugu, Calif., is one photographer who not only shoots good photographs, but also shoots pretty well with a pistol.

Last September, Bob went out to the base pistol range to see what he could do. It was only the second time in his life he'd shot a pistol. All he did with a .45 pistol was to blast out a score of 303 out of a possible 400 points on the "E" (obviously for expert) course.

The Mugu Range Officer termed Westlund's feat "almost unbelievable." It was the first time in over two years that a man has qualified for the Navy Expert Pistol Medal at the Point Mugu range. Not bad shooting, for a beginner.

Double Plank Owner

uss *Kearsarge* (CVA 33) sports a double plank owner who has served on board the flattop throughout its sea-going career. The two-time plank owner is Lieutenant Anthony M. Plasejak, USN.

In 1945, Lieutenant Plasejak was one of the original crew which helped commission the carrier. He served aboard her until she was put in mothballs four years later.

When plans for *Kearsarge's* modernization and return to active duty began, he returned to the Puget Sound Naval Shipyard, Bremerton, Wash., and assisted in the recommissioning ceremonies, thus becoming one of the few double plank owners in the Navy.



FIRE FIGHTERS load their equipment aboard a yard tug for mock drill. Photo at left was taken at Guam Navy Base. Right: Armed with latest equipment, firemen approach an oil fire. Such training pays off, as illustrated below.

Fire Fighting Training Pays Off

A hearty "pat on the back" for Navy training methods and schools has been received by BuPers' Training Division and Navy's Fire Fighting School at Philadelphia, Pa., in a letter from William G. Anderson of the Marine Division of the Atlantic Refining Company.

The letter came after two of the refining company vessels, ss *Atlantic Engineer* and ss *Atlantic Dealer* had collided, resulting in fires aboard both ships, both of which were extinguished in a fast and efficient manner.

Fortunately, both masters and all of the mates and engineers of the two ships had completed a special five-day course at the U.S. Navy Fire Fighting School in Philadelphia only a short time before the accident.

In his letter, Mr. Anderson stated, "We believe that the fires on both ships were quickly controlled and extinguished largely as a result of the intensive and thorough training that our personnel had received at that school."

'Angels of Mercy'

Marine Helicopter Transport Group 16, is unofficially known as "Angels of Mercy" by Japanese citizens hard hit by two recent typhoons.

Because of the 'copters' ability to maneuver into otherwise isolated areas, whirlybirds were able to reach the very heart of regions in Southwest Japan that were completely cut off from all sources of ground transportation.

The Marine group conducted daily flights through an entire month, mak-

ing a total of 336 mercy flights. Rescue goods, including rice, clothing, medical supplies, and construction materials totaled 120 tons for the period.

Later, when the second typhoon struck with terrific fury, the "Angels" were ready for "Operation Rice Lift." When the results were tallied, nearly three times the previous total was reached.

Crash Crewmen Crash Fire

Crash crew training came in handy for two seamen from Moffett Field recently when they noticed a house on fire just off a main highway.

The two Navymen, Charles E. McKay, AN, usn and Lawrence M. Jackson, BMSN, usn, were returning from an evening's liberty when they spotted a house burning about three-quarters of a mile off the highway.

Unable to find a road leading to the fire, they parked their car and ran through an orchard. When they reached the scene, they found an office building of a ranch burning strongly and several nearby buildings in danger of going.

The two men located a fire hose and did what they could to check the blaze, keeping it under control until the local fire department could arrive to put it out.

Mr. Will B. Weston, owner of the ranch, who reached the scene shortly after the fire department, had nothing but praise for the two Navymen. "No ordinary person could have done what these two boys did," he said.

Both Jackson and McKay are members of the Moffett Field Crash crew.

This Marine Won't Be Drafted

A U. S. Marine Corps corporal is breathing a lot easier these days now that he knows he isn't going to be called into the Belgian Army.

Corporal Marcel J. Gisset, a native Belgian who came to America in 1948, has been assured that he will finish his tour of duty in the Marine Corps without interruption by any Belgian draft board.

The corporal's dilemma began when he received the first of three letters from the Belgian Army. It was a notification that he could expect to be called for active military service by 1954. Gisset already had enlisted in the U. S. Marines in 1952, shortly after his 17th birthday.

He was serving in Korea as a radio operator with the communications section of Marine Aircraft Group 12 when he received his third letter from the Belgian authorities, ordering him to report immediately.

Well confused by now, Gisset contacted the Group Legal Section, got in touch with his Congressman and finally received permission to make a trip to Seoul, Korea.

In Seoul, he talked to a colonel who was serving there with the Belgian Army attached to the UN forces. He explained his predicament to the colonel and a Navy chaplain. Both assured him that he had nothing to worry about.

There were two strong points in his favor. He had already filed his first papers to become an American citizen—and he is obligated to serve with the U. S. Marines for two more years. Things, they said, would be straightened out.

THE BULLETIN BOARD

New Public Information Manual Lays Down Navy-wide Policy, Acts as Public Relations Guide

Copies of a new publication, the *U. S. Navy Public Information Manual*, should reach the Fleet this month or next.

The new manual will for the first time lay down in a single volume Navy-wide policy and guidance for the handling of the Navy's relations with the public.

Copies of the new manual (Nav-Exos P-1035), will be distributed to all operating force commands, to ships down through the larger amphibious types and to major shore activities and other shore installations which have frequent dealings with the public.

The manual will be an enclosure to SecNav Inst 5720.7 of 13 Nov 1953 in which Secretary of the Navy Robert B. Anderson states "the keynote of the Navy's public information program is based upon the principle that the public has an inalienable right to know the manner in which the Navy is administered. To discharge this responsibility, it is the policy of the Navy to keep the public fully informed on all naval activities, compatible with military security."

At the time of distribution, the 228-page manual will consist of a main portion of 16 chapters laying down policy, and nine appendices giving guidance. More of the latter will be distributed as supplements.

Covered in the policy part are the missions of Navy public information; responsibilities for public information on the part of everyone in the naval service from the Secretary down through the newest recruit; organization; administration; dealings with press, magazine and book representatives; releasing information; handling television, radio and pictorial matters; the Navy Home Town News program; public information on exercises and operations; guest cruises; community relations; internal information programs; international relations and security regulations.

In the appendices, techniques of good public relations are discussed. Reference lists, samples of writing



style, dispatch news releases, a special events checklist and abbreviations and excerpts from the U. S. Code on espionage and lobbying are included. Future appendices will deal with censorship, press briefings, public speaking and speech writing, and visits of SecNav and CNO.

The manual has been designed to assist naval personnel in contacts with the public in all situations. It also covers such personal items as the policies governing officers and enlisted men acting as correspondents or photographers, receiving compensation for personal photographs, endorsing commercial products, rights of privacy and the visits of friends and relatives to ships and stations.

More than five years' work went into the preparation of the manual. Assistance was received from fleet instructions, existing Navy and Department of Defense directives, and in many cases the experience of public information personnel in the field. Also playing a contributing part was a commercial public relations organization which provided the necessary material for the 55-page appendix on techniques.

Commanding officers, both primary and collateral duty public information officers, journalists, other personnel associated with public information and all hands will be able to obtain guidance from the manual.

In addition to the copies which are being distributed throughout the shore activities and operating forces, BuPers is obtaining copies of the manual to be used in conducting a correspondence course in Public Information.

AOs Keep Up with Armament Developments in Two Schools At NATTC Jacksonville

Modern Navy aircraft have increased the range of naval weapons from a few miles to hundreds of miles, carrying bombs, torpedoes and rockets with which to attack the enemy on, under and over the sea, as well as on land. The specialists responsible for the perfect working order of all armament on Navy planes are the Aviation Ordnance men.

The job of the Aviation Ordnance man is to prepare naval aircraft for action by loading bombs, torpedoes, rockets and guided missiles into the planes. They boresight and align the sights for shooting, bombing, torpedoing and for launching rockets. Handling, stowing and issuing of munitions for use in aircraft and small arms are also part of the AO's work.

In addition, they maintain, repair, install, operate, service and handle aviation ordnance equipment.

The Naval Air Technical Training Center at Jacksonville, Fla., provides two schools to train enlisted personnel in AO techniques:

- *Aviation Ordnance "A" School for Airmen Preparatory graduates*—While primarily consisting of Airmen Preparatory graduates, this school has about 20 per cent of its enlisted personnel coming from Fleet units or squadrons.

The course begins with a study of ordnance publications and the fundamentals of safety precautions. The subjects lead through basic electricity, fire control, aircraft turrets, munitions, guns, maintenance and repairs and operation problems.

- *Aviation Ordnance "B" School*. This school is for petty officers only, with most of the students rated second class or above.

Every four weeks a class of new students, averaging about 12 a class, enrolls at this school. Students come from the Fleet, squadrons and shore stations.

The phases of instruction are the same as in the "A" School but the course is intensified and goes much deeper.

State and Territory Income Tax Laws Summarized for Navymen

NAVYMEN whose legal residence is in one of the various "income tax states," the District of Columbia, Alaska, Guam, Puerto Rico or Hawaii, must file returns and pay a state income tax if they have sufficient taxable income. However, some of these states exempt a portion (or all) of a Navyman's active-service pay from taxation.

Such *State income tax* is entirely separate from, and should not be confused with the *Federal income tax*. A summary of Federal income tax laws which apply to Navymen was published on p. 44 of the February 1954 ALL HANDS.

Members of the naval service are

not excused from State and local income taxes simply because they are on active duty, *unless* their particular state laws so provide.

Generally, all persons legally resident or domiciled in a State on the last day of a taxable year are liable to the income tax laws of the state even though they may not be physically present in the state during that year.

It should be noted, however, that Sec. 514 of the "Soldiers' and Sailors' Civil Relief Act of 1940," as amended, provides that a member of the armed forces who is legally resident in, or domiciled in, one state and is living in another state

solely by reason of naval or military duty orders is *not* liable to the latter state for income taxes on *his service pay*.

This law does *not* exempt *retired* and *retainer pay*, the *separate income* of a spouse or family of a service person, or *income of a service person derived from business, investments, rents and other sources*.

For example, a Navyman legally resident or domiciled in Ohio is ordered to duty at the Bureau of Naval Personnel and moves with his family to Arlington, Va. He has no income other than his active-service pay. Since Ohio has no income tax laws, he is not required to file a return to Ohio, and, under the Soldiers' and Sailors' Civil Relief Act he is not liable for filing a Virginia return. Hence he pays no state income tax.

For another example, take a Navyman whose home is in Vermont (to which State he pays income taxes) and who is on active duty in California and buys a house there, not for the purpose of changing his legal domicile but to provide a place of shelter for himself and family while he is on duty in California. It is his intention to maintain his domicile in Vermont and to return there upon his release from active duty.

In this case, he will be required to continue filing his state return to Vermont, and under Sec. 514, California is not permitted to impose an income tax on his service pay even though he owns real property in that state. However, he must continue to pay all applicable real estate taxes.

If, however, he is transferred from California and rents the same house as *investment property*, he may find himself liable to file a California return to report the rental income. If, in the above example, the Navyman decides to change his domicile to California, he would thereby confer upon California the right to impose an income tax on him.

Incidentally, the money you pay in state income tax is deductible on your Federal income tax return, *provided* you do not use the standard deduction in the Federal Income Tax Return and provided you do spell out

WAY BACK WHEN

Great White Fleet

The famous world cruise from 1907 to 1909 of the "Battle Fleet," sometimes referred to as the "Great White Fleet," had a dual purpose. It served to arouse popular interest in and enthusiasm for the Navy, and to increase American prestige in the foreign countries that the Fleet was to visit.

Sixteen battleships of the U. S. Atlantic Fleet comprised the newly designated Battle Fleet. All commissioned since the Spanish-American War, they were USS Connecticut, USS Kansas, USS Vermont, USS Louisiana, USS Georgia, USS New Jersey, USS Rhode Island, USS Virginia, USS Minnesota, USS Ohio, USS Missouri, USS Maine, USS Alabama, USS Illinois, USS Kearsarge, and USS Kentucky. (At San Francisco, Maine and Alabama were replaced by USS Nebraska and USS Wisconsin.) Only USS Kearsarge remains in service today. Carried on the list of active service craft as a crane ship, her official designation is AB-1.

When the Fleet left Hampton Roads, Va., in December 1907, it was not announced that the ships were going on a world cruise, though the decision had already been made by President Theodore Roosevelt. When the ships were out at sea, however, a public announcement was made. Almost immediately several countries requested that the Fleet visit them.

The Fleet began its voyage under Rear Admiral R.D. "Fighting Bob" Evans, USN, and proceeded around South America to San Francisco. There, Admiral Evans was succeeded in command by Rear Admiral C. M. Thomas, USN, who in turn was succeeded by Rear Admiral C. S. Sperry, USN, the latter remaining to complete the cruise westward.



Leaving San Francisco in July 1908, the armada proceeded to Honolulu, then to New Zealand and Australia. From Australia the Fleet made its way to Manila and from there to Japan.

Three Japanese cruisers met the Fleet outside Yokohama in October and escorted it to an anchorage in the Bay where the Japanese Navy was assembled. For a week the Americans remained guests of their Japanese hosts. The visit was considered to be most successful in creating good will and quieting talk of war between the two countries.

Admiral Sperry took the battleships home by way of China, the Indian Ocean and the Mediterranean. In February 1909, the Fleet steamed back into Hampton Roads after a 14-month absence. Despite its long absence from Navy yards, the Fleet came back in the best of condition. The men had received thorough sea training and relations with the countries visited had been improved.

(itemize) your deductions in your Federal return.

Here are the states that *do not* levy *State income taxes*. A Navyman whose legal residence is in any one of these states is not required to file a state income tax return: *Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio* (although residents of some

Ohio cities and municipalities may be liable for municipal income taxes), *Pennsylvania* (but residents of some cities and municipalities may be liable for local income taxes), *Rhode Island, South Dakota, Texas, Washington* and *West Virginia*.

Below is a summary of the major features of the income-tax laws for the calendar year 1953 of the state,

territorial and insular possessions of the U. S.

It should be noted that in this summary the terms "married couple" or "married" mean a husband and wife living together. A married service man or woman is considered to be living with his or her spouse when separated only by reason of military orders.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
ALABAMA:				
Net income of: \$1,500 or more if single; \$3,000 if married or head of family.	\$1,500 if single; \$3,500 if married or head of family; \$300 for each dependent.	Return due between 1 January and 15 March. Payment with return or quarterly by 15 March, 15 June, 15 September, and 15 December. Members of Armed Forces may request deferment for paying if ability to pay is materially impaired by reason of service.	State Department of Revenue, Income Tax Division, Montgomery 2, Alabama.	Active-duty pay full-time service during hostilities with a foreign state is excluded.
ALASKA:				
Over \$600 income from sources within the Territory.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment with return. Members of Armed Forces may defer paying until 6 months after discharge if ability to pay is impaired by reason of military or naval service.	Department of Taxation, Territory of Alaska, P.O. Box 2751, Juneau, Alaska.	All active-service pay is exempt beginning 1 January 1951.
ARIZONA:				
Net income of: \$1,000 or more if single; \$2,000 or more if married; \$5,000 or more gross income.	Credit from tax: \$10 for individual taxpayer; \$20 for husband and wife on joint return; \$4 for each dependent.	Return due 15 April. Payment with return or in two installments, one-half with return, second half 75 days thereafter. Members of Armed Forces may defer filing returns and payment of tax, without interest or penalty, until 6 months after war is officially ended.	Arizona State Tax Commission, Income Tax Division, Phoenix, Arizona.	\$1,500 active-service pay is exempt.
ARKANSAS:				
Adjusted gross income of: \$2,500 or more if single or separated from spouse; \$3,500 or more if married; or gross income of \$5,000 or more.	\$2,500 if single; \$3,500 if married or head of family; \$600 for each dependent.	Return due 15 May. Payment with return or in two installments by 15 May and 15 November.	Arkansas State Revenue Department, Little Rock, Arkansas.	All active-service pay is excluded from gross income.
CALIFORNIA:				
Net income of: \$2,000 or more if single; \$3,500 or more if married or head of household or gross income of \$5,000 or more.	\$2,000 if single; \$3,500 if married or head of household; \$400 for each dependent. \$500 additional exemptions for taxpayer and spouse for blindness.	Return due 15 April. Payment with return or in three equal installments by 15 April, 15 August, and 15 December. Members of Armed Forces may request deferment for paying if ability to pay is materially impaired by reason of service.	State of California Franchise Tax Board, Sacramento 14, California.	\$1,000 active-service pay received after 30 June 1952, is exempt.

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
COLORADO:				
Gross income of: \$600 or more.	\$600 for taxpayer; \$600 for spouse on joint return. \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in four installments by 15 April, 15 July, 15 October, and 15 December.	State of Colorado, Department of Revenue, State Capitol Annex, Denver 2, Colorado.	\$2,000 of active-service pay is excluded from gross income during a time of war or national emergency; \$1,000 may be excluded during any year that the United States is not in a state of war or national emergency.
CONNECTICUT:				
None.				
DELAWARE:				
Gross income of: \$600 or more if single or separated from spouse; \$1,200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent; \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 30 April. Payment with return. If tax exceeds \$5, it may be paid quarterly by 30 April, 30 July, 30 October, and 30 January. Members of Armed Forces may defer filing and paying until 6 months after discharge.	State of Delaware, State Tax Department, 843 King Street, Wilmington 99, Delaware.	None.
DISTRICT OF COLUMBIA:				
Over \$4,000 gross income or receipts; Married couple whose combined gross income exceeds \$4,000 and the income of each spouse exceeds \$500. Married couple having combined gross receipts over \$4,000. Joint returns not permitted.	\$4,000 for taxpayer; \$500 for each dependent, including spouse if such spouse not required to file return.	Return due 15 April. Payment with return or in two installments by 15 April and 15 October. Deferment for filing returns or paying taxes granted members of Armed Forces outside of United States until 6 months after return.	District of Columbia, Income and Franchise Tax Division, District Building, 14th and E Sts., N.W., Washington 4, D. C.	None.
FLORIDA:				
None.				
GEORGIA:				
Net income of: \$1,000 or more if single or separated from spouse; \$2,500 or more if married. Gross income of: \$5,000 or more.	\$1,000 if single; \$2,500 if married or head of family; \$500 for each dependent. \$500 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment with return or in three installments by 15 March, 15 June, 15 September. Deferment for filing returns or paying taxes granted members of the Armed Forces serving in Korea until 6 months after return to the United States.	Department of Revenue, Income Tax Unit, State Office Building, Atlanta 3, Georgia.	\$1,500 active-service pay is excluded from gross income from 1 January 1950 until termination of the Korean conflict. Taxing authorities interpret this to mean the date the actual firing ceased.
GUAM:				
Gross income of: \$600 or more.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment due with return	Government of Guam, Agaña, Guam, Mariana Islands.	Income of members of Armed Forces subject to same computations as for Federal returns.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
HAWAII:				
<p><i>Net income tax returns:</i></p> <p>Any amount from rents or a profession; Other income from within or without the Territory—\$1,100 if single, \$2,200 if married.</p> <p><i>Compensation and dividends tax return:</i></p> <p>With exception of \$50 or less, interest, etc., \$2,850 if single, \$5,900 if married; Entirely from compensation or dividends, \$3,00 if single; \$6,000 if married.</p>	<p>\$1,000 if single; \$2,000 if married or head of family; \$200 for each dependent.</p>	<p><i>Net income tax return:</i></p> <p>Return due 20 March.</p> <p>Payment with return or in four installments on 20 March, 20 June, 20 September, and 20 December.</p> <p><i>Compensation and dividends tax return:</i></p> <p>Return and payment due on or before 20th day of each month.</p> <p>Members of Armed Forces may defer paying not later than 6 months after discharge if ability to pay is impaired by reason of such service.</p>	<p>Department of the Tax Commissioner, Territory of Hawaii, Honolulu, Hawaii.</p>	<p>Compensation received from the United States for service in the Armed Forces is excluded from gross income.</p>
IDAHO:				
<p>Net income in excess of personal exemptions.</p>	<p>\$700 if single; \$1,500 if married; \$200 for each dependent.</p> <p>\$5 credit from tax for each dependent in addition to exemption.</p>	<p>Return due 15 March.</p> <p>Payment with return or in two equal installments by 15 March and 15 September.</p> <p>Members of Armed Forces outside continental limits of United States may defer filing returns and paying taxes until 6 months after discharge.</p>	<p>State of Idaho, Office of Tax Collector, Income Tax Division, P.O. Box 1399, Boise, Idaho,</p>	<p>Idaho servicemen exempt if serving outside the State.</p>
ILLINOIS:				
None.				
INDIANA:				
<p>Gross income over \$1,000.</p> <p>Joint returns not permitted.</p>	<p>\$1,000 for each taxpayer.</p>	<p>Quarterly returns (required when tax for any quarter is \$10 or more) due by 30 April, 31 July, and 31 October.</p> <p>Annual return due 31 January.</p> <p>Payment with return.</p> <p>Members of Armed Services may defer filing returns and paying tax until 6 months after termination of hostilities or discharge.</p>	<p>Indiana Department of State Revenue, Gross Income Tax Division, 141 South Meridian Street, Indianapolis 13, Indiana.</p>	<p>All active-service pay is exempt.</p>
IOWA:				
<p>Net income of:</p> <p>\$1,500 or over if single or separated from spouse; \$2,350 or more if married.</p> <p>Gross income of:</p> <p>\$3,000 or more.</p>	<p>Credit from tax: \$15 if single; \$30 if married or head of family; \$7.50 for each dependent child; \$7.50 for each other dependent (or in lieu thereof \$450 deduction from net income for dependent parent or grandparent).</p>	<p>Return due 31 March.</p> <p>Payment due with return or, if tax exceeds \$10, it may be paid in two installments, one-half with return and one-half within 6 months.</p> <p>Deferment granted members of Armed Forces outside continental United States until 90 days after return.</p>	<p>State Tax Commission, Income Tax Division, State Office Building, Des Moines 19, Iowa.</p>	<p>\$2,000 active-service pay is excluded from gross income until 31 December 1954.</p>
KANSAS:				
<p>Net income of:</p> <p>\$600 or more if single or separated from spouse; \$1,200 or more if married.</p>	<p>\$600 for taxpayer; \$600 for spouse; \$600 for each dependent.</p> <p>\$600 additional exemptions for taxpayer and</p>	<p>Return due 15 April.</p> <p>Payment with return or in two equal installments by 15 April and 15 October.</p> <p>Deferment granted certain mem-</p>	<p>State Commission of Revenue and Taxation, Income Tax Division, Statehouse,</p>	<p>\$1,500 active-service pay excluded from gross income until the termination of the present world</p>

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
KANSAS, continued				
Gross income of: \$4,000 or more.	spouse for blindness and being 65 or over.	Members of Armed Forces for filing returns and paying taxes until 1 year after discharge or 1 year after termination of present world crisis, whichever is earlier.	Topeka, Kansas.	crisis, as determined by the executive council of the State.
KENTUCKY:				
Net income of: \$1,000 or more if single or separated from spouse; \$2,000 or more if married. Gross Income of: \$1,500 or more if single or separated from spouse; \$2,500 or more if married.	Credit from tax: \$20 if single; \$40 if married or head of family; \$10 for each dependent.	Return due 15 April. Payment with return or, if tax due is \$30 or more, in three installments by 15 April, 15 July, and 15 November. Member of the Armed Forces may defer filing returns and paying taxes until 12 months after termination of the national emergency, or termination of military service, whichever is earlier.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Kentucky.	All active-service pay received after 16 December 1950 during present emergency is excluded from gross income.
LOUISIANA:				
Net income of: \$2,500 or more if single or separated from spouse; \$5,000 or more if married. Gross income of: \$6,000 or more.	\$2,500 if single; \$5,000 if married or head of family; \$4,000 for each dependent.	Return due 15 May. Payment with return or in three equal installments by 15 May, 15 August, and 15 November. Members of Armed Forces on sea or foreign service duty, and prisoners of war, on due date of return have deferment until 15th day of 5th month following return to continental United States.	State of Louisiana, Department of Revenue, Baton Rouge 1, Louisiana.	None.
MAINE:				
None.				
MARYLAND:				
Gross income in excess of: \$1,000 if single; \$2,000 if married or head of family.	\$1,000 if single; \$2,000 if married or head of family; \$600 for each dependent; \$1,000 additional exemptions for taxpayer and spouse for blindness and being 65 or over. \$600 additional dependent over 65.	Return due 15 April. Payment with return or in four installments by 15 April, 15 July, 15 September, and 15 December. Substantially follows Federal law with respect to deferments by members of Armed Forces.	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Maryland.	\$1,500 of active-service pay excluded from gross income beginning calendar year 1951.
MASSACHUSETTS:				
Earned income of \$2,000 or more; Other taxable income in any amount.	\$2,000 for taxpayer against earned income; \$500 for spouse; \$400 for each dependent.	Return due 15 April. Payment with return.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Division, 40 Court Street, Boston, Massachusetts.	None.
MICHIGAN:				
None.				
MINNESOTA:				
Gross income in excess of:	Credit from tax: \$10 if single; \$30 if married.	Return due 15 March. Payment with return or in two	State of Minnesota, Department of	\$3,000 active-service pay excluded from

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
MINNESOTA, continued				
\$1,000 if single; \$2,000 if married or head of household, or if combined income for married couple exceeds \$2,000.	ried or head of household; \$10 for each dependent. Additional credits for taxpayers for blindness and being 65 or over.	equal installments by 15 March and 15 September. Members of Armed Forces outside continental United States continuously for more than 90 days granted extension of time until 6 months after return.	Taxation, Income Tax Division, 213 State Office Building, St. Paul 1, Minnesota.	gross income.
MISSISSIPPI:				
Net income in excess of personal exemptions. Gross income over \$6,000.	\$4,000 if single; \$6,000 if married. No personal exemption for dependents.	Return due 15 March. Payment with return or quarterly by 15 March, 15 June, 15 September, and 15 December.	State Tax Commission, Income Tax Division, Jackson, Mississippi.	None.
MISSOURI:				
Adjusted gross income in excess of: \$1,200 if single; \$2,400 if married or head of family.	\$1,200 if single; \$2,400 if married or head of family; \$400 for each dependent.	Return due 31 March. Payment with return.	State of Missouri, Department of Revenue, Division of Collection, Jefferson City, Missouri.	\$3,000 active-service pay exempt beginning with calendar year 1951.
MONTANA:				
Net income of: \$1,000 or over if single; \$2,000 or more if married or head of family.	\$1,000 if single; \$2,000 if married or head of family; \$300 for each dependent.	Return due 15 April. Payment with return or, if tax exceeds \$25, it may be paid in two installments by 15 April and 15 October. Members of Armed Forces may defer filing returns and paying taxes until 6 months after discharge in cases of undue hardship caused by military service.	State Board of Equalization, Helena, Montana.	\$200 per month of all income, military pay or otherwise, is exempt while on active duty until 1 July 1955.
NEBRASKA:				
None.				
NEVADA:				
None.				
NEW HAMPSHIRE:				
Any amount of taxable income from interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	Return due 1 May. Payment with return.	State Tax Commission, Division of Interest and Dividends, Concord, New Hampshire.	None.
NEW JERSEY:				
None.				
NEW MEXICO:				
Gross income of: \$1,500 or more if single; \$2,500 or more if married.	\$1,500 if single; \$2,500 if married; \$200 for each dependent.	Return due 15 April. Payment with return or in four installments by 15 April, 15 July, 15 October, and 15 January.	State of New Mexico, Income Tax Division, Bureau of Revenue, Santa Fe, New Mexico.	None.
NEW YORK:				
Combined net income and net capital gain of: \$1,000 or more if	\$1,000 if single; \$2,500 if married or head of family; \$400 for each	Return due 15 April. Payment with return or in four equal installments if tax is \$40	State of New York, Department of Taxation and Finance,	All compensation for active service as a member of the

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
NEW YORK, continued				
single or separated from spouse; \$2,500 or more if married or head of family. (Note: Net income is computed without deduction of capital losses.) Combined gross income and capital gain of \$5,000 or more.	dependent.	or more; if more than \$10 but less than \$40, installments must exceed \$10 except last payment; on 15 April, 15 July, 15 November, and 15 February.	Income Tax Bureau, Albany 1, New York.	Armed Forces is excluded from gross income from 1 January 1942 until 31 December 1954, or termination of present emergency as proclaimed by the President, whichever is earlier.
NORTH CAROLINA:				
Net income of: More than \$1,000 if single or separated from spouse; or if a married woman with a separate income; \$2,000 if a married man living with his wife on 31 December, or head of a household, or if a widow or widower having a minor child or children. Gross income of more than \$5,000 from a business or profession. Joint return not permitted unless the income is from jointly owned property.	\$1,000 if single; or a married woman having separate and independent income; \$2,000 if married or head of a household; \$1,000 additional if blind; \$300 for each dependent of a taxpayer entitled to the \$2,000 exemption.	Return due on or before 15 March. Payment due with return or, if tax exceeds \$50 it may be paid in installments. Payment of taxes on civilian income by members of Armed Forces deferred until 6 months after discharge.	State of North Carolina, Department of Revenue, Income Tax Division, Raleigh, North Carolina.	All active-service pay of members of Armed Forces excluded until termination of the Korean war.
NORTH DAKOTA:				
Net income of: \$600 or more if single or separated from spouse; \$1,500 or more if married or head of household. Gross income of: \$5,000 or more.	\$600 if single; \$1,500 if married or head of household; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse 65 or over.	Return due 15 April. Payment with return or, if tax exceeds \$10, it may be paid in four installments by 15 March, 15 June, 15 September, and 15 December.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, North Dakota.	All active-service pay is exempt.
OHIO:				
No personal income tax, but residents of some Ohio cities and municipalities may be liable for income taxes.				
OKLAHOMA:				
Gross income of: \$1,000 or more if single; \$2,000 or more if married.	\$1,000 if single; \$2,000 if married or head of family; \$500 for each dependent.	Return due 15 March. Payment with return or, if tax exceeds \$25, may be paid in four installments by 15 March, 15 June, 15 September, and 15 December. Returns from service personnel deferred until date of discharge, or termination of the national emergency, whichever is earlier.	Oklahoma Tax Commission, Income Tax Division, State of Oklahoma, Oklahoma City 5, Oklahoma.	\$1,500 of active-service pay excluded from gross income during a state of national emergency as declared by the President.
OREGON:				
Net income in excess of personal exemptions.	\$600 if single, or separated from spouse; \$1,200 if married or head	Return due prior to 15 April. Payment with return or, if tax exceeds \$10, it may be paid	State Tax Commission, Income Tax Division,	\$3,000 active-service pay is excluded for tax years begin-

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
OREGON, continued				
Gross income of: \$4,000 or more.	af family; \$600 for each dependent. \$600 additional for each taxpayer who is blind; \$6 credit for each taxpayer 65 or over.	quarterly by 15 April, 15 July, 15 October, 15 January. Members of Armed Forces have extension of time for filing returns and paying taxes by disregarding period of active duty outside the United States, subject to minimum of 90 days.	100 State Office Building, Salem, Oregon; or State Tax Commission, 1400 S.W. 5th Avenue, Portland, Oregon.	ning after 31 December 1941.
PENNSYLVANIA:				
No personal income tax, but residents of same Pennsylvania cities and municipalities may be liable for local income taxes.				
PUERTO RICO:				
Net income of: \$800 or over if single or separated from spouse or if head of family; \$2,000 or over if married. Gross income of: \$5,000 or more.	\$800 if single or separated from spouse; \$2,000 if married or head of family; \$400 for each dependent.	Return due 15 March. Payment with return or in two installments by 15 March and 15 September.	Department of Finance, Bureau of Income Tax, San Juan, Puerto Rica.	None.
RHODE ISLAND:				
None.				
SOUTH CAROLINA:				
Net income of: \$1,000 or more if single or separated from spouse; \$1,800 or more net aggregate income of married couple.	\$1,000 if single; \$2,000 if married; \$400 for each dependent.	Return due 15 March. Payment with return. If tax is \$25 or more, it may be paid in four installments by 15 March, 15 June, 15 September, and 15 December.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia, South Carolina.	Income of members of Armed Forces subject to same computations as for Federal returns.
SOUTH DAKOTA:				
None.				
TENNESSEE:				
Income of \$25 or more from dividends and interest.	None.	Return due 15 March. Payment with return.	State of Tennessee, Department of Finance and Taxation, Income Tax Division, Nashville, Tennessee.	None.
TEXAS:				
None.				
UTAH:				
Net income in excess of personal exemptions.	\$600 if single; \$1,200 if married or head of family; \$600 for each dependent.	Return due 15 April. Payment with return. Members of Armed Forces on sea duty or outside the United States may defer filing returns and paying taxes until the 15th day of the 3d month after return to United States.	State Tax Commission, 118 State Capital, Salt Lake City, Utah.	All active-service pay is excluded from gross income until 28 April 1953; thereafter none.
VERMONT:				
Gross income of: \$500 or more.	\$500 for taxpayer; \$500 for spouse; \$500 for each dependent. Additional exemptions are allowed taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment with return. State Declaration of Estimated Taxes due 15 March. Quarterly payments with declaration, 15 June, 15 September, 15 January, and balance by following	Commissioner of Taxes, Montpelier, Vermont.	Income of members of Armed Forces subject to same computations as for Federal returns.

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
VERMONT, continued				
		15 March. Members of the Armed Forces may defer filing returns and paying taxes no later than 6 months from date of discharge.		
VIRGINIA:				
Gross income of: \$1,000 or more.	\$1,000 for taxpayer; \$1,000 for spouse; \$200 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over. \$800 additional for dependent mother, father, son, daughter, brother, or sister of unmarried taxpayer.	Return due 1 May. Payment due 5 December.	Commissioner of Revenue, of the county of which taxpayer is a resident; or Commonwealth of Virginia, Department of Taxation, Richmond 15, Virginia.	Income of members of Armed Forces subject to same computations as for Federal returns for 1951, 1952, and 1953.
WASHINGTON:				
None.				
WEST VIRGINIA:				
None.				
WISCONSIN:				
Net income of: \$1,400 combined net income of married couple. Gross income of: \$600 or more.	Credit from tax: \$7 if single; \$14 if married or head of family; \$7 for each dependent.	Return due 15 March. Payment with return. If tax exceeds \$20, it may be paid in two installments, by 15 March and 1 August. Extension of time for filing returns and paying taxes is granted to members of Armed Forces outside the United States on the date their taxable year ends or the date returns are due, until 6 months after discharge, but in no case after 15 June 1955.	State of Wisconsin, Department of Taxation, 121 South Pinckney Street, Madison, Wisconsin; or Assessor of Income for county in which taxpayer resides.	\$1,500 active-service pay is excluded during 1953 and 1954.
WYOMING:				
None.				

War College Offers Course for Command and Staff Candidates

A new correspondence course for officers of the Regular Navy and Naval Reserve is being offered by the Naval War College, Newport, R. I.

Titled "Operational Planning and Staff Organization," this four-installment correspondence course offers preliminary and early training in the fundamentals of command responsibilities by stressing principles that are applicable to naval planning and staff organization.

It was particularly written for Regular and Reserve officers who

desire to prepare themselves for the responsibilities of command or duty on naval staffs. In addition, it provides student officers with the fundamentals and background knowledge:

- To complete successfully the Naval War College correspondence course in "Strategy and Tactics."

- To attend resident courses at the Naval War College or other advanced command and staff schools.

The new course includes definitions of military planning terms; the planning process, which includes the Estimate of the Situation, Development of the Plan and the Directive; the Navy Attack Carrier Task Force

and Submarine Group planning in a theater of operations; the preparation of effective directives; and the development of sound and logical reasoning processes.

This course is evaluated at 24 points credit for purposes of Naval Reserve promotion and retirement.

The new course is open to officers, Regular or Reserve of the rank of LTJG or equivalent, and all grades senior in the Navy, Marine Corps, Coast Guard, Army or Air Force.

Applications should be addressed to the President, Naval War College, Newport, R. I., and forwarded via official channels.

Naval Veterans Receive Preference for Jobs Under Civil Service

Navymen returning to civilian life may be interested to know that the Civil Service Commission offers certain preference to those veterans who have seen active duty and been discharged or separated under honorable conditions.

For eligible veterans the CSC provides—

- Additional points in Federal job examinations for those veterans who make the required score on a CSC exam (10 points to eligible veterans with service-connected disability; five points to eligible non-disabled veterans).

- Waiver of age, height and weight requirements in most instances.

- Restrictions of examinations for position as guard, elevator operator, messenger and custodian to veterans as long as veteran applicants are available.

- Crediting of time spent in military service toward experience required for advancement in position of kind held before service.

- Precedence on registers. Veterans with 10-point preference go to the top of the list on Civil Service registers, ahead of all others (except for positions in the professional and scientific services with basic salaries over \$3000 a year). Veterans with five-point preference are placed on the Register ahead of non-preference eligibles who made the same total score.

- Review by CSC of agency's reason for passing over any veteran to select a non-veteran.

- Exemption from law prohibiting government employment to more than two members of a family.

- Preference for retention when a reduction-in-force takes place.

- Written notification of reasons for discharge, suspension and right of appeal to CSC.

- In some cases, wives, mothers and widows of disabled veterans and widows and mothers of deceased veterans are entitled to Civil Service preference.

Federal Civil Service secretaries, from whom information about Federal jobs may be obtained, are located in all first-class and second-class post offices.

HOW DID IT START

Coffee in the Navy

Contained in the Act of Congress of 18 Jul 1861 is probably the first record of any legislation on the subject of the sailor's "life blood"—coffee. Included in the daily allowance of provisions was "... one ounce of coffee ... (and) two ounces of sugar ..."

Nineteen years earlier, however, a Chaplain George Janes of the *Columbia* had agreed to provide coffee and sugar "for the night drink for the deck watches," if the Secretary (SecNav Abel P. Upshur) "would furnish conveniences for having it prepared." Secretary Upshur accepted this arrangement in February 1842 and coffee was served on board ship, possibly as a substitute for grag, which was gradually making its exit. Other items added to the improving food ration were cacao and tea, dried fruit, pickles and cranberries.

Coffee began taking a strong hold about the same time that grag became illegal (July 1862) "... except as medical stores, and upon the order and under the control of the medical officers of such vessels, and to be used only for medical purposes."

Mostly, the sailor calls his coffee "joe," which some say is a derivative of the song "Old Black Joe." Other names include



KEN DUGGAN

"java," "jamaica," "murk" and "mud." Still other references to the vitalizing beverage sometimes heard are "silt" and "shot-in-the-arm."

We haven't been able to figure out the number of cups of coffee daily consumed by the Navy, but according to BuSondA, sailors are currently draining the life out of an average 50,668 pounds of coffee grounds per day.

Many cities and States have followed the Federal pattern in providing preference benefits for returning service personnel. In such cases the State Employment Service will have the details.

He Used A Crane —And His Cranium

Chief torpedoman's mate Osear S. Weeks, USN, has been commended for his quick thinking and action in saving a diving boat from sinking at the Submarine Base, at Pearl Harbor, T. H.

The boat, a converted LSM, was rammed while moored at one of the piers. Water began pouring in through a hole in the stern.

Chief Weeks sprang into action and wheeled a mobile crane up to the dock area. He hooked a line onto the boat and hoisted the damaged section above water level. With the stern high and dry, a repair crew was able to patch up the hole and the diving boat was seaworthy again.

Training Enlisted Men to Serve As Religious Leaders in Ships

In the only school of its kind, volunteer enlisted men of the Service School Command at the U.S. Naval Training Center, Bainbridge, Md., are receiving special instruction to qualify them to conduct Protestant worship services aboard ship.

The object of this program is to train men to act as religious leaders on board vessels where there are no chaplains. Instruction is given after working hours in the free time of both students and chaplains.

The course consists of four one-hour weekly lectures. The first lecture deals with the necessity for religious leadership and the mechanics of setting up such a program aboard ship. The second class covers the explanation of materials available.

The third concentrates on what constitutes worship and how to set up a portable altar. The final lecture is devoted to a trial "worship service" conducted by the student. The service is followed by constructive criticism from the group.

Summary of New Legislation And Bills Under Consideration Of Interest to Naval Personnel

The second session of the 83rd Congress convened in early January and has now swung into a full program of legislative action. Here is a round-up of developing legislation of interest to naval personnel.

Bills introduced into the House of Representatives are prefaced with the letters "H. R." while those introduced into the Senate are prefaced with the letter "S." Most of those listed this month are held-over bills from the first session.

As a rule of thumb, House bills carrying a number of 6800 or above and Senate bills carrying a number of 2600 and above are those introduced into the current second session rather than the first.

Further information on some of the more important pieces of legislation affecting the Navy, when en-

acted, will be carried in future issues. Keep in mind, however, that of the many bills introduced into any session of Congress, relatively few are enacted into law.

Reserve Officer Promotion—H. R. 6573: introduced. The bill provides for the promotion, precedence, constructive credit, distribution, retention and elimination of officers of the Reserve components.

Information and Education—H. R. 2579 and S. 2276: Both introduced, the latter bill passed by the Senate; would authorize the Secretary of Defense and the service secretaries to provide civilian educational opportunities through correspondence courses, academic classes or other facilities for military personnel.

Foreign Decorations—H. R. 6051 and S. 2247: both introduced: would provide that members of the U. S. armed forces may be authorized by the service secretaries to accept from certain allied governments decorations, orders or emblems which may be tendered them for Korean Service. A similar bill which would extend this privilege to veterans of World War II was previously introduced.

Dual Compensation—H. R. 5959: Passed by House and Senate; Exempts certain disabled retired officers of the armed forces from the limitation on the amount of compensation that may be drawn as the result of retired pay plus a salary drawn as an employee of the U. S. government.

Academy Appointments — H. R. 4231: introduced; would increase the number of appointments to the Military Academy and Naval Academy from the "U. S. at large" and specify that these added appointments be allotted to sons of individuals who died as the result of active service in the armed forces of the nation in World War I, World War II or the Korean war.

Unlawful Medals—H. R. 459: introduced; Increases the penalty for wearing, manufacturing or selling any medal, badge, ribbon or lapel button issued to members of the armed forces, except under specific regulations laid down by the President or such persons as he may delegate. Anyone who violates this regulation would be liable to punishment by fine of \$1000, imprisonment for one year, or both.

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in December.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Second Chance (1313) (T): Romantic adventure; Linda Darnell, Robert Mitchum.

Cruisin' Down the River (1314) (T): Musical; Dick Haymes, Audrey Totter.

The Maze (1315): Drama; Richard Carlson, Veronica Hurst.

Slaves of Babylon (1316) (T): Drama; Richard Conti, Linda Christian.

The Fake (1317): Crime Drama; Dennis O'Keefe, Coleen Gray.

Conquest of Cochise (1318):

Sailor Greets Hometown Pastor—10,000 Miles from Home

Ten thousand miles from home, in the port of Yokosuka, Japan, a Navyman came face to face with his hometown pastor.

The unexpected meeting occurred when the chaplain of Destroyer Squadron 22 went aboard the repair ship *uss Delta* (AR 9) to conduct religious services.

It was a surprise for both men when James Fent, RD3, usn, recognized the visiting chaplain as LTJG E. Ellsworth Campbell, usn, the former pastor of Fent's hometown church in Bellefontaine, Ohio.

How Do You Say 4.0 In Korean?

It isn't as easy to grade examination papers as you might think, not even if you have the answers. At least that's the experience of Navy warrant officer Glenn R. Canfield, usn in Yokosuka, Japan.

ELEC Cranfield is an instructor at the Navy's Underway Training Element in Yokosuka and handles the training of U. S. Navy men in the operation of motion picture projectors.

Occasionally men from other navies are sent to the school. Recently a group of Korean sailors appeared in class. Through the use of sign language and a few common English, Japanese and Korean phrases, the Koreans were able to learn as much as their American classmates.

Everything was smooth sailing until time for the final examination. Then the ROKN sailors submitted their examination papers neatly written in Korean. Cranfield scratched his head. However, recalling the fine work done by the Koreans during the practical factors part of the examination he arrived at a decision: "4.0" across the board for everyone.

Western; John Hodiak, Robert Stack.
So Big (1319): Drama; Jane Wyman, Sterling Hayden.

Spaceways (1320): Spy Drama; Howard Duff, Eva Bartok.

A Lion in the Streets (1321) (T): Drama; James Cagney, Barbara Hale.

Hot News (1322): Drama; Stanley Clements, Gloria Henry.

The Sword and the Rose (1323) (T): Walt Disney Feature, Richard Todd, Glynis Johns.

Sky Commando (1324): War Drama; Dan Duryea, Frances Gifford.

Walking My Baby Back Home (1325) (T): Musical; Donald O'Connor, Janet Leigh.

China Venture (1326): War Drama; Barry Sullivan, Edmond O'Brien.

Douvan's Brain (1327): Drama; Lew Ayres, Gene Evans.

Thunder Over the Range (1328): Western; Randolph Scott, Phyllis Kirk.

I, the Jury (1329): Murder Mystery; Bill Elliott, Preston Foster.

Marry Me Again (1330): Comedy; Marie Wilson, Robert Cummings.

The Glass Web (1331): Murder Mystery; Edward G. Robinson, John Forsythe.

Tarzan and the She-Devil (1332): Adventure; Lex Barker, Joyce MacKenzie.

Joe Louis Story (1333): Fight Drama; Coley Wallace, Hilda Simms.

Master of Ballantrae (1334) (T): Adventure; Errol Flynn, Roger Livesey.

Prisoner of the Casbah (1335) (T): Adventure; Gloria Grahame, Cesar Romero.

Steel Lady (1336): Adventure; Rod Cameron, Tab Hunter.

Fighting Lawmen (1337): Western; Wayne Morris, Virginia Grey.

Kid From Left Field (1338): Baseball Story; Dan Dailey, Anne Baneroff.

Devil's Canyon (1339) (T): Western; Stephen McNally, Virginia Mayo.

Sangaree (1340) (T): Drama; Fernando Lamas, Arlene Dahl.

The Big Heat (1341): Crime Drama; Glenn Ford, Gloria Grahame.

Crazy Legs (1342): Football drama; Elroy Hirsch, Lloyd Nolan.

Those Redheads From Seattle (1343) (T): Musical; Rhonda Fleming, Gene Barry, Guy Mitchell, Teresa Brewer.

Vicki (1344): Mystery Melodrama; Jeanne Crain, Jean Peters.

Tumbleweed (1345) (T): Western; Audie Murphy, Lori Nelson.

War Arrow (1346) (T): Western; Maureen O'Hara, Jeff Chandler.

The Great Diamond Robbery (1347): Comedy; Red Skelton, Cara Williams.

Botany Bay (1348) (T): Adventure Romance; Alan Ladd, James Mason, Patricia Medina.

Blueprint For Murder (1349): Murder Mystery; Jean Peters, Joseph Cotton, Gary Merrill, Catherine McLeod.

Jack Slade (1350): Western; Mark Stevens, Dorothy Malone.

Mister Scoutmaster (1351): Comedy Drama; Clifton Webb, Edmund Gwenn, Frances Dee.

Outlaw Women (1352): Western Melodrama; Marie Windsor, Richard Rober.

Sailor of the King (1353): Drama; Jeffrey Hunter, Michael Rennie.

Julius Caesar (1354): Classic Drama; Marlon Brando, James Mason, Greer Garson, Deborah Kerr, Edmond O'Brien, Louis Calhern, John Gielgud.

Affair In Monte Carlo (1355) (T): Drama; Merle Oberon, Richard Todd.

Forbidden (1356): Adventure Melodrama; Tony Curtis, Joanne Dru.

Paris Model (1357): Melodrama; Marilyn Maxwell, Paulette Goddard.

Vigilante Terror (1358): Western; Bill Elliott, Mary Ellen Kay.

Flight Nurse (1359): War Drama; Joan Leslie, Forrest Tucker.

Wings of the Hawk (1360) (T): Western Melodrama; Van Heflin, Julia Adams, Abbe Lane.

Flight To Tangier (1361) (T): Melodrama; Joan Fontaine, Jack Palance, Corinne Calvet, Robert Douglas.

The Navy's iron ships ride easy on rubber. An aircraft carrier of the Midway class requires approximately 75,000 pounds. Battleships like Missouri use about 55,000 pounds while destroyers average about 4500



pounds. Smaller vessels require anywhere from 500 to 3000 pounds, except submarines which use about 48,000 pounds, most of it in their huge battery cells with their hard rubber jars.

On surface vessels, rubber (both natural and synthetic) is used for "slip-proof" decking, matting to protect against electrical shocks and standing mats used to reduce fatigue from vibration. Tonks are coated with fusi-



resisting rubber to prevent corrosion. Main propulsion shafts are coated with a rubber application for the same reason. Rubber is also used as stern tube bearings replacing hard-to-get wood lignum-vitae.

Another use of rubber, one that is increasing in importance, is vibration absorption mountings and noise at-



tenuation equipment. This use of rubber is especially important on submarines where noise can mean detection by an enemy destroyer. Rubber is also used in expansion joints between sections of metal piping.

You see rubber in use around you everywhere. Watertight and airtight doors have rubber gaskets. Refrigeration boxes have soft sponge rubber gaskets. The salt water hose you use, as well as your pump suction hoses and fuel hoses, are made of rubber.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9

1. (c) A heavy cruiser.
2. (b) Baltimore class.
3. (a) Boat fender.
4. (b) Prevent injury to the boat's hull through contact with ships or other objects.
5. (c) Aboard an aircraft carrier. The ship is USS Kearsarge (CVA 33).
6. (a) An Escalator.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnovs* and *NavActs* as well as certain *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnovs*, *NavActs*, *Instructions* and *Notices* for complete details before taking action.

Alnovs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers Instructions* and *Notices* apply to all ships and stations.

Alnovs

No. 1—Revises the Navy's policy on resignations of officers from the service, providing that Regular and Reserve and temporary officers on active duty and others may resign now after certain minimum periods or revert to permanent enlisted grade.

No. 2—Announces the convening of selection boards to recommend Regular and Naval Reserve line and staff officers on active duty for promotion to lieutenant.

No. 3—Announces the selection

for promotion to brigadier general of two officers of the Marine Corps.

BuPers Instructions

No. 1001.10A—Summarizes the policy pertaining to Naval Reserve officers on active duty in connection with the training and administration of the Naval Reserve (TAR program).

No. 1001.17—States that Naval Reserve personnel completing a four-year or minority initial enlistment entered into after 19 Jun 1951 will have an appropriate entry made in their service record and will be advised by their commanding officers of their obligation to serve an additional four years on inactive duty in the Naval Reserve.

No. 1500.22—Announces a new Naval War College correspondence course, "Operational Planning and Staff Organization."

No. 1745.2—Promulgates joint regulations governing participation by armed forces in non-appropriated funds.

No. 1910.11—In general, prohibits reenlistment in the Regular Navy of enlisted personnel in a limited duty status, those who have a GCT of below 34 and those felt not to be petty officer material by their CO.

No. 5601.1—Gives the publication

allowances for classes of ships, aircraft squadrons and staffs.

BuPers Notices

No. 1001. (24 Dec 1953)—Requests applications from Naval Reserve officers for active duty in connection with the TAR (Training and Administration of Reserves) Program in accordance with the recently issued TAR instructions.

No. 1120 (4 Jan 1954)—Outlines the requirements demanded of officers and enlisted men of the Regular Navy or Naval Reserve on active duty who desire to become Special Duty (Legal) officers in the Regular Navy.

No. 1560 (5 Jan 1954)—Announces release of a new film, "Your Service Obligation," FN 9269, and urges commands to show it to all those soon to be released from active duty.

No. 1433 (5 Jan 1954)—Concerns the elimination of the use of the term "Temporary" and the abbreviation "T" in chief petty officer ratings.

No. 1640 (6 Jan 1954)—Orders that prisoners not to be held in local brig after their sentence has been approved by the convening authority, but that they be transferred immediately to a Retraining Command.

No. 5510 (8 Jan 1954)—Upgrades to Confidential certain training films, publications, charts and other training devices issued by *BuPers*.

No. 1085 (14 Jan 1954)—Urges all commanding officers and reporting seniors to submit accurate Fitness Reports on officers under them and to submit them by the date due.

No. 5510 (18 Jan 1954)—Upgrades to Confidential two training films.

No. 1426 (21 Jan 1954)—Reminds ensigns that they must obtain a physical examination for permanent promotion to LTJG by the third anniversary of their date of appointment to ensign grade.

No. 1400 (27 Jan 1954)—Lists the promotion zones to be covered this year by selection boards to select officers for the grade of rear admiral.

No. 1088 (28 Jan 1954)—States that a future revision to Article C-9802 of *BuPers Manual* will contain an increased burial allowance.

No. 1750 (28 Jan 1954)—Concerns the annual reporting of address by all aliens to the Immigration and Naturalization Service.

All Ships Have a Backbone

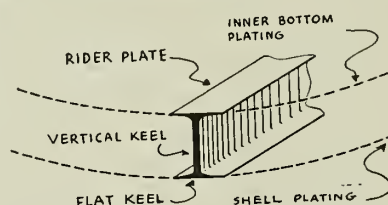
We know submarines have keels, contrary to what one of our readers thought about the matter (*ALL HANDS*, January 1954, p. 26), because *BuShips* told us so, but then the question of keels started to intrigue us and so we did some researching on the matter. It became interesting and we thought perhaps you might find it so too.

Taking first things first, and the keel is always the first thing:

- The *keel* is an internal structure running the length of the vessel from the stem to the stern frame along the bottom on the center line. It acts as the backbone performing a function similar to that part of the human structure. It is built up out of plates or plates and angles welded or riveted into an I-beam shape.

- The lower flange of this I-beam structure is the *flat keel* which forms the center strake of the bottom plating.

- The web of the I-beam is



known as the *center vertical keel*.

- The upper flange of the I-beam is called the *rider plate*.

Older designs used to include *docking keels* which are similar to the main keel, running half to two-thirds the length of the vessel about at the turn of the bilge. They were primarily included in the ships' structure to provide dry-docking support. A few may still exist.

Keels have been a part of ship's construction since the days of the early galleys. Even the American Indian's birch-bark canoe had keels.

Despite the scuttlebutt that has been going around, you can pass the word: No ship is without a keel.

DECORATIONS & CITATIONS



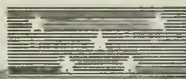
NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ BREWER, Donald E., LTJG, USNR (posthumously), serving in Attack Squadron 45 on 19 Jun 1953. Participating in a close-air support mission against enemy front-line troops, Lieutenant (jg) Brewer pressed home his bombing attack in the face of heavy enemy antiaircraft fire. Although his plane was seriously damaged during the initial assault, he fearlessly carried out a daring low-level run to place his bombs accurately, personally destroying about 150 yards of enemy-occupied trenches. He was killed in action when he was forced to bail out of the disabled aircraft at an extremely low altitude.

★ MCVEEN, James H., HN, USN (posthumously), serving with a Marine Infantry Company on 26 Mar 1953. With his unit sustaining extremely heavy casualties when subjected to a barrage of hostile mortar and small-arms fire during the attack against an enemy-held outpost, McVeen courageously exposed himself to the deadly fire to search out and administer medical aid to the stricken men. Although painfully wounded himself and literally thrown to the ground by the intense enemy fire, he refused evacuation and continued to render assistance to the other casualties and to expedite their evacuation, completely exhausting his medical supplies before he was again struck by hostile fire and fell, mortally wounded.

★ POLLEY, Paul N., HN, USN, serving with the First Marine Division on the night of 26-27 Mar 1953. With his unit subjected to a barrage of hostile mortar, artillery and small-arms fire during a counterattack, Polley moved about in the face of a veritable curtain of fire to render medical treatment to the numerous casualties. Although painfully wounded and temporarily blinded when a round of enemy fire shattered the immediate area, he refused evacuation and by sense of touch, skillfully administered first aid until physically exhausted and ordered to be evacuated. While en route to the main line of resistance, he approached an area where a number of wounded Marines were being processed for evacuation and was led from one man to another until he was completely incapacitated by his wounds.



MEDAL OF HONOR

Two hospital corpsmen have become the fifth and sixth Navy men to receive the Medal of Honor for heroism in the Korean war.

Hospitalman Francis C. Hammond, USN, whose award was made posthumously, and William R. Charette, HM3, USN, both have been awarded the nation's highest honor for valorous service with the First Marine Division.

• On the morning of 27 Mar 1953, Charette repeatedly exposed himself to a murderous barrage of hostile small-arms and mortar fire to give assistance to wounded Marines.

"When an enemy grenade landed within a few feet of a Marine he was attending, he immediately threw himself upon the stricken man and absorbed the entire concussion of the ... missile with his own body. Although sustaining painful facial wounds, and undergoing shock from the intensity of the blast which ripped the helmet and medical kit from his person, Charette ... improvised emergency bandages by tearing off part of his clothing and ... continued to administer medical aid to the wounded in his own unit and to those in adjacent platoon areas as well.

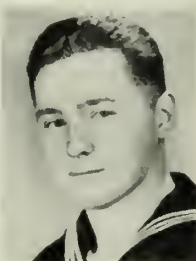
"Observing a seriously wounded comrade whose armored vest had been torn from his body by the blast from an exploding shell, he ... removed his own battle vest and placed it upon the helpless man although fully aware of the added jeopardy to himself. Mov-

ing to the side of another casualty ... Charette stood upright in the trench line and exposed himself to a deadly hail of enemy fire ... to lend more effective aid to the victim and to alleviate his suffering while being moved to a position of safety."

• On the night of 26-27 Mar 1953, when his platoon was subjected to a murderous barrage of hostile mortar and artillery fire, followed by an assault of onrushing enemy troops, Hammond "resolutely advanced through the veritable curtain of fire to aid his stricken comrades ... Although critically wounded himself, (he) valiantly continued to administer aid to the other wounded throughout an exhausting four-hour period.

"When the unit was ordered to withdraw, he skillfully directed the evacuation of casualties and remained in the fire-swept area to assist the corpsmen of the relieving unit until he was struck by a round of enemy mortar fire and fell, mortally wounded."

Of the six Medals of Honor awarded to Navy men for heroism in Korea, one went to Naval Aviator Thomas J. Hudson, USN, the remaining five went to hospital corpsmen, four of whom have received the award posthumously. The three earlier Medal of Honor winners, all posthumous, were Richard D. DeWert, HN, USN; John E. Kilmer, HN, USN; and Edward C. Benfold, HM3, USN.



Francis C. Hammond



William R. Charette



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ FRENCH, Louis E., CAPT, USN, CO of USS *Kearsarge* (CVA 33) from 8

Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ GRANT, Roald N., CDR, MC, USN, serving with a Marine Division from 24 Aug 1952 to 14 May 1953. Combat "V" authorized.

★ KLEIN, Warren E., CAPT, MC, USN, serving in the First Marine Aircraft Wing from 28 Sep 1951 to 16 Aug 1952. Combat "V" authorized.

★ MCKINNEY, Joseph D., CAPT, USN,

★ DECORATIONS

Chief of Staff on the staff of Commander Amphibious Group Three during the period 29 Mar 1952 to 28 Jan 1953. Combat "V" authorized.

★ SEIFERT, John P., CDR, USN, Naval Attache to the American Embassy, Seoul, Korea, from 20 Apr 1950 to 15 Jan 1952.

★ SIGEL, Clinton H., CAPT, USN, serving as Commander Service Division 31 from 19 Apr to 28 Oct 1952.

★ SPENCER, Frank C., LTJG, MC, USNR, attached to a Marine Medical Company from 2 Aug 1952 to 1 May 1953. Combat "V" authorized.

★ WILLCOX, George W., CAPT, USN, CO of USS *Juneau* (CLAA 119) from 28 Apr to 21 Oct 1952. Combat "V" authorized.

Gold star in lieu of second award: ★ CHILLINGWORTH, Charles F., CAPT, USN, CO of USS *Rochester* (CA 124) from 28 Jan to 19 Apr 1952. Combat "V" authorized.

★ DAVIS, Arthur C., VADM, USN, Director, The Joint Staff, Joint Chiefs of Staff, and Deputy U. S. Representative to the Standing Group, NATO, during the period 20 Sep 1949 to 16 Aug 1953.

★ TIBBITT, Frank P., CAPT, USN, Commander Destroyer Division Nine from 12 Jul to 16 Dec 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ BENNETT, Robert E., LTJG, USNR, serving in Attack Squadron 195 on 1 May 1951.

★ BERTAGNA, Felix F., LCDR, USNR, serving in Fighter Squadron 54 on 18 Oct 1951.

★ BOTHWELL, Robert L., LT, USN, serving in Attack Squadron 195 on 10 Sep 1952.

★ BROWN, Frederick J., LT, USN, serving in Composite Squadron 61 on 23 Jul 1952.

★ BROYLES, Edwin N., Jr., ENS, USNR, (missing in action), serving in Fighter Squadron 22 on 26 Jul 1953.

★ BRITIS, Andrew G., ENS, USN, serving in Fighter Squadron 172 on 31 Jan 1952.

★ CARNEY, John M., Jr., LT, USNR, serving in Fighter Squadron 791 on 18 May 1951.

★ CAWLEY, Thomas J., LTJG, USNR, attached to Composite Squadron Four on night of 2 Nov 1952.

★ CLINTIE, Richard C., LTJG, USN (posthumously) serving in Fighter Squadron 153 on 13 May 1953.

★ CROWL, Otho W., ENS, USN, serving in Fighter Squadron 172 on 9 Oct 1951.

★ DAWSON, John F., LT, USNR, serving

in Fighter Squadron 791 on 28 Jul 1951.

★ DINNEEN, John H., LCDR, USN, serving in Fighter Squadron 192 on 24 Jun 1952.

★ FAIRBANKS, John W., LT, USN, serving in Fighter Squadron 54 on 12 Jan 1952.

★ FINCH, Truman W., LTJG, USNR, serving in Fighter Squadron 53 on 7 Oct 1951.

★ FRETWELL, Jack M., LTJG, USN, serving in Attack Squadron 75 on 24 Sep 1952.

★ FRINK, Bill B., LT, USN, serving in Composite Squadron 61 on 23 Jul 1952.

★ GEDNEY, Kendall C., LTJG, USN (posthumously), serving in Fighter Squadron 51 on 9 Mar 1953.

★ GOTT, Herschel L., ENS, USN, serving in Fighter Squadron 51 on 11 Sep 1951.

★ GUILD, Jerry H., LCDR, USNR, serving in Fighter Squadron 112 on 7 Apr 1952.

★ JOHNSON, Doyle D., Jr., LT, USNR, serving in Composite Squadron Three on 23 Aug 1952.

★ HALL, Joseph S., ENS, USNR (posthumously), serving in Fighter Squadron 153 on 17 Mar 1953.

★ HARNISH, William M., LCDR, USN, serving in Attack Squadron 75 on 31 Oct 1952.

★ HESSOM, Robert C., LTJG, USN, serving in Fighter Squadron 54 on 12 Jan 1952.

★ KEEFE, William J., Jr., LT, USN, serving in Composite Squadron 61 on 23 Jul 1952.

★ LAUBACH, Luther W. S., LT, USN, serving in Fighter Squadron 53 on 14 Sep 1951.

★ LEAR, Russell J., LTJG, USN (posthumously), serving in Fighter Squadron 154 on 28 Apr 1953.

★ MACKAY, William A., LT, USN, serving in Fighter Squadron 51 on 4 Sep 1951.

★ MAIGRET, Donald M., ADAN, USN, attached to Patrol Squadron 731 on 31 Jul 1952.

★ MASSON, Albert V., ENS, USNR, serving in Fighter Squadron 54 on 29 Oct 1951.

★ MERKLEY, Carlyle C., LTJG, USN, serving in Fighter Squadron 23 on 17 Oct 1952.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ MUCKLEROEY, Jon M., ENS, USNR, serving in USS *Talladega* (APA 208) on 30 Apr 1953.

★ PIETZ, Merle G., HN, USN, for attempting to rescue four Marines from drowning in the Imjin River, Korea, on 13 Mar 1953.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ FLOWERS, R. E., EM3, USNR, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ FORNIER, William D., BMC, USN, officer in charge of an LCVP from 1 to 22 Nov 1950. Combat "V" authorized.

★ FREY, Saleem D., LCDR, USN, CO of USS *Alstede* (AF 48) from 29 Jan to 15 Sep 1952. Combat "V" authorized.

★ FRYE, Kenneth E., HN, USN, attached to a Marine Infantry Company on 27-28 Oct 1952. Combat "V" authorized.

★ FUGATE, Edward M., LT, MC, USNR, serving with a Marine Division from 1 Sep 1951 to 1 Apr 1952. Combat "V" authorized.

★ GEORGE, William T., HN, USN, serving in a Marine Infantry Company on 9 Aug 1952. Combat "V" authorized.

★ GROSSMAN, Frederick, CDC, USN, chief petty officer-in-charge, Base Maintenance Unit, East Coast Island Defense Element, Yodo Island, Wonsan Harbor, from 29 Nov 1952 to 1 Feb 1953. Combat "V" authorized.

★ HARKINS, John A., LT, USN, attached to the staff of Commander Carrier Division Three from 19 March to 4 Sep 1952.

★ HARPER, Cecil K., CDR, USN, serving in USS *Essex* (CVA 9) from 31 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ HARRUM, Roger W., HM3, USN, serving with a Marine Infantry Battalion on 25 May 1952. Combat "V" authorized.

★ HEARRELL, Frank C., Jr., LCDR, USN, CO of Fighter Squadron 871 from 18 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ HEIL, Benjamin F., HM3, USN, serving with a Marine Infantry Company on 3 Feb 1953. Combat "V" authorized.

★ HIRD, Wayne E., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 2 Dec 1952 to 6 Apr 1953. Combat "V" authorized.

★ HOUCK, Herbert N., CDR, USN, on the staff of Commander Seventh Fleet from 26 Jul 1952 to 19 Feb 1953. Combat "V" authorized.

★ HUFF, John F., HM3, USN, serving with a Marine Infantry Company from 25 Mar to 5 May 1952. Combat "V" authorized.

★ JOHNSON, Albert P., HN, USN, attached to a Marine Infantry Company on 27 and 28 Oct 1952. Combat "V" authorized.

★ JONES, James F., HM3, USN, serving

with a Marine Infantry Company on 6 Apr 1952. Combat "V" authorized.

★ KIMBALL, Robert W., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 4 Jan to 16 Jun 1952. Combat "V" authorized.

★ KITTRELL, James R., LCDR, USN, CO of *uss Silverstein* (DE 534) from 14 Nov 1951 to 12 May 1952. Combat "V" authorized.

★ KREISS, Edward CHBOSN, USN, attached to *uss Current* (ARS 22) and salvage officer of a salvage party from 31 Aug to 5 Sep 1952. Combat "V" authorized.

★ KUSEL, Robert I., HN, USN, serving with a Marine Infantry Company on 27 Oct 1952. Combat "V" authorized.

★ KUYKENDALL, James R., HM3, USN, attached to a Marine Anti-Tank Company on 7 Feb 1953. Combat "V" authorized.

★ LA DUCA, Paul J., LTJG, ChC, USNR, attached to a Marine Aircraft Group from 29 Jan to 21 Dec 1952. Combat "V" authorized.

★ LAMB, Wallace L., HM3, USN, serving with a Marine Infantry Company on 27-28 Oct 1952. Combat "V" authorized.

★ LEFFIN, William J., HM3, USN, serving with a Marine Infantry Company from 13 to 15 Aug 1952. Combat "V" authorized.

★ LINDSEY, Albert A., MM3, USN, attached to *uss Douglas H. Fox* (DD 779) from 26 Feb to 24 Jun 1952. Combat "V" authorized.

★ LINEBERGER, Ernest R., LTJG, ChC, USNR, chaplain of two Marine Aircraft Groups from 15 May 1952 to 5 May 1953. Combat "V" authorized.

★ LOPEZ, Albert, HM3, USN, attached to a Marine Infantry Company on 2 Oct 1952. Combat "V" authorized.

★ LOVIN, Aubin H., HM2, USN, serving with a Marine Artillery Battalion on 17 Oct. 1951. Combat "V" authorized.

★ MARKOWITZ, Aaron L., HM3, USN, attached to a Marine Infantry Company on 10 Oct 1952. Combat "V" authorized.

★ MCBRIDE, Charles D., HM2, USNR, serving with a Marine Infantry Company on 20 and 21 Sep 1951. Combat "V" authorized.

★ MERCER, Carlton D., GM3, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ MEREDITH, Marvin J., HM2, USN, serving with a Marine Reconnaissance Company on 4-5 Oct. 1952. Combat "V" authorized.

★ MILLER, James W., AF1, USN, attached to the Combat Camera Group, Pacific Fleet, from 1 Apr 1951 to 1 Apr 1952. Combat "V" authorized.

★ NEWTON, Roy A., CAPT, USN, on the staff, Commander Naval Forces, Far East from 2 Jul 1950 to 22 Jun 1951.

★ NIMITZ, Chester W., Jr., CDR, USN, CO of *uss O'Brien* (DD 725) on 17 Jul 1951. Combat "V" authorized.

★ NORMOYLE, Francis E., HN, USN, serving with a Marine Rifle Company on 3 Mar 1951. Combat "V" authorized.

★ OLENIACZ, Chester J., LCDR, USNR, on the staff of Commander Naval Forces, Far East, from 2 Oct 1950 to 10 Jun 1952. Combat "V" authorized.

★ OLLINGER, Joseph, Jr., LTJG, USNR, attached to *uss Wallace L. Lind* (DD 703) from 3 Feb to 10 Mar 1951. Combat "V" authorized.

★ PALM, John W., CDR, USN, serving in *uss Toledo* (CA 133) from 18 Apr to 14 Nov 1951. Combat "V" authorized.

★ PATRICK, Daniel R., Jr., HM1, USNR, serving with a Marine Infantry Battalion on 31 May 1951. Combat "V" authorized.

★ PAYNE, Seth T., LTJG, USNR, attached to *uss Wallace L. Lind* (DD 703) from 13 Feb to 14 Mar 1951. Combat "V" authorized.

★ PEEK, Allen L., LT, USNR, on the staff of Commander Mine Squadron Three and Commander Western Pacific Minesweeping Group, and as Commander Minesweeping Boat Division One from Apr 1951 to Feb 1952. Combat "V" authorized.

★ PETERSON, Harold E., QM1, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ PROFFITT, William D., ME1, USN,

serving as crew member of *uss Endicott* (DMS 35) on 19 and 20 Apr 1952. Combat "V" authorized.

★ RECTOR, William II., HM3, USNR, attached to a Marine Infantry Company on 7 Jun 1951. Combat "V" authorized.

★ SHERMAN, Philip K., CDR, USN, CO of *uss Epperson* (DDE 719) from 14 Jun to 14 Oct 1951. Combat "V" authorized.

Gold star in lieu of second award:
★ BARNARD, Louie W., LCDR, USN, CO of *uss Endicott* (DMS 35) on 7 and 19 Apr 1952. Combat "V" authorized.

★ CAIN, Elbert V., CDR, USN, serving in *uss Philippine Sea* (CVA 47) from 26 Jan to 6 Jul 1952.

★ CONNERY, Francis S., HM2, USNR, attached to a Marine Infantry Company on 20 Sep 1951. Combat "V" authorized.

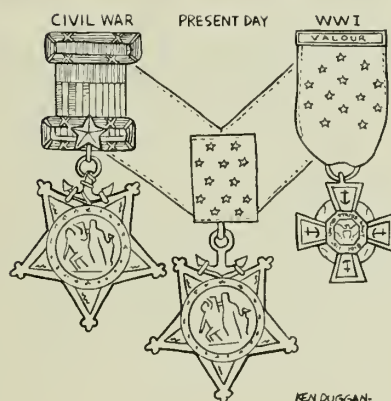
★ COSTAGLIOLA, Francis, CDR, USN, CO of *uss Halsey Powell* (DD 686) from 16 Aug 1951 to 1 Jan 1952. Combat "V" authorized.

★ FELTER, John F., CDR, USN, CO of *uss Hopewell* (DD 681) from 15 Jul 1951 to 12 Jan 1952. Combat "V" authorized.

★ GIANNOTTI, William J., GM1, USN, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

WHAT'S IN A NAME

Medal of Honor



The shield in her right hand is driving off the serpents held by the crouching figure of Discord.

In 1878, Secretary of the Navy Thompson commended the record of the Medal of Honor Roll "... to the boys on board of the Training Ships of the Navy, in order that the rising generation of American Seamen may be incited to emulate these deeds of their predecessors, and thus perpetuate in the Navy that devotion to each other in time of peril, and to the honor of the flag in time of storms and battle, which has hitherto characterized the Naval Service."

Though the Navy Medal of Honor for enlisted men was originally authorized in the Act of 21 Dec 1861, the same award for officers of the Navy and Marine Corps was not authorized until March 1915. The Act of 7 Aug 1942 provides for both enlisted men and officers.

The "Medal of Honor" is frequently mis-called the Congressional Medal of Honor. It was established by an Act of Congress, as were many other medals. However, the Medal of Honor is presented by the President in the name of Congress.

Since the outbreak of the Korean conflict in June 1950, the Medal of Honor has been awarded to 48 Navy and Marine Corps personnel.

"... To promote the efficiency of the Navy" was the original purpose behind the authorization of the Medal of Honor in 1861. This purpose, however, was later broadened to include recognition for "deeds of gallantry and heroism in times of War and of Peace."

Symbolically designed, the star-shaped medal of bronze shows the figure of Minerva (the Union), "wise in the industries of peace and the arts of war." Encircled by the stars of the 34 States of 1861, she holds in her left hand the fasces (badge of authority).

BOOKS:

MARCH WINDS ARE CARRYING GOOD NEW BOOKS TO SAILORS

ADVENTURE YARNS—both fact and fiction, satire and humor are to be found among the new volumes now on their way to ship and station library shelves. Here are reviews of some of the latest books selected by the BuPers library staff:

★ ★ ★

• *The Second Tree from the Corner*, by E. B. White; Harper and Brothers.

Here is a collection of stories and essays from the typewriter of a modern Thoreau—who lives in New York City.

Generally, the subject of White's yarns are everyday people—their foibles, their weaknesses, their beliefs, hopes, conflicts—set against the rush-rush atmosphere of a big city.

His essays range from comments on humor and present day life to

short chats on poets and poetry, written with the sure touch of a man who has been an editor of *New Yorker* magazine for a quarter of a century.

Some of the items included in this anthology are already minor classics—"Death of a Pig," and "The Morning of the Day They Did It," for example.

You're bound to enjoy this collection of sharp wit and sound wisdom, written expertly by one of America's foremost essayists.

★ ★ ★

• *Captain of the Medici*, by John J. Pugh; Little, Brown and Company.

Here's another novel by a Navyman but this one's without a Navy angle. It concerns a blacksmith's ambitious son in the Italian city of Florence—back in the 16th century.

Pietro Lucca had risen to the rank of captain in the Black Band under General Giovanni de' Medici. On a mission to obtain money to finance Medici's battles, Pietro is received by Baccio Valori, father of Pietro's long-time enemy. There begins a peculiar alliance.

Valori is secretly conniving to aid the Spanish invaders with a view toward governing Florence. Pietro must work with Valori for a time—or run the risk of being convicted of murder.

There's plenty of adventure for all participants as action and intrigue are the order of the day. Sailors will enjoy reading of Pietro's unusual plan for defense of Aquila del Monte, Medici's stronghold in Tuscany—a plan that is put to use by the renowned Michelangelo.

Mr. Pugh, a Reserve lieutenant commander, served in the mine sweeper uss *Nuthatch*. Later he was PIO at Norfolk NTC. This is his first novel and it's a good one.

★ ★ ★

• *The Book of Famous Escapes*, by Eric Williams; W. W. Norton and Company.

Almost everyone—at one time or another—has read accounts of dramatic escapes from imprisonment. Who hasn't, for example, read of the escape of Dumas' famed *Count of Monte Cristo*? Many mystery and

adventure thrillers contain tales of great escapes. But the greatest yarns are those which stem from real life.

This book is a collection of 18 real-life escapes, spanning the years from the 16th century Catholic missionary John Gerard, Casanova in 1756, Winston S. Churchill in the Boer War down through several World War II escapades.

Among the many methods of escape used through the years, the reader will learn about dangerous climbs through secret openings, crawling through slimy tunnels, and—more fascinating to one's imagination—bold escapes, under disguises, right past the prison guards.

The first-person accounts are tied together neatly by introductory prefaces provided by Mr. Williams. The author, incidentally, in addition to having one of the most complete libraries of escape literature, is an experienced escaper in his own right. During World War II, he escaped from a German prison-camp—an adventure he describes in another volume—*The Wooden Horse*.

All in all, Williams' new book is one to delight the adventure-lover. It's a book that will bear re-reading, too.

★ ★ ★

• *Alaskan Tales*, by Russell Annabel; A. S. Barnes and Company.

When he was 16 years old, Russell Annabel ran away to Alaska in search of adventure. He soon associated himself with Tex Cobb, well known as a guide and hunter, and thus began a series of exploits which Annabel shares with the readers of this book.

On one occasion, he flies to an Arctic village of "Lost Annuits" on a fur-buying expedition. Finding the natives on the verge of starvation, he elects to go on a caribou hunt with them. He bags 15 caribou—enough to last the village patriarch and his family through the winter and well into the summer. And he returns with a lot more fur than he had expected.

Anecdotes of all kinds—about people and about animals and about the country—fill the pages of this short volume.

The writer, who was a war correspondent in the Pacific during World War II, has gained quite a reputation as a writer on Alaska. This book should please Navy readers.

SONGS OF THE SEA

Oh, I am a Merry Sailor Lad

Oh, I am a merry sailor lad,
With heart both light and free,
I highly prize my gallant ship,
I love the deep, blue sea.

Chorus:

Hurrah! Hurrah! Hurrah!

I love, I love, I love

The dark, blue sea;

I love, I love, I love

The dark, blue sea.

I love to tread the vessel's deck

Amid the howling gale,

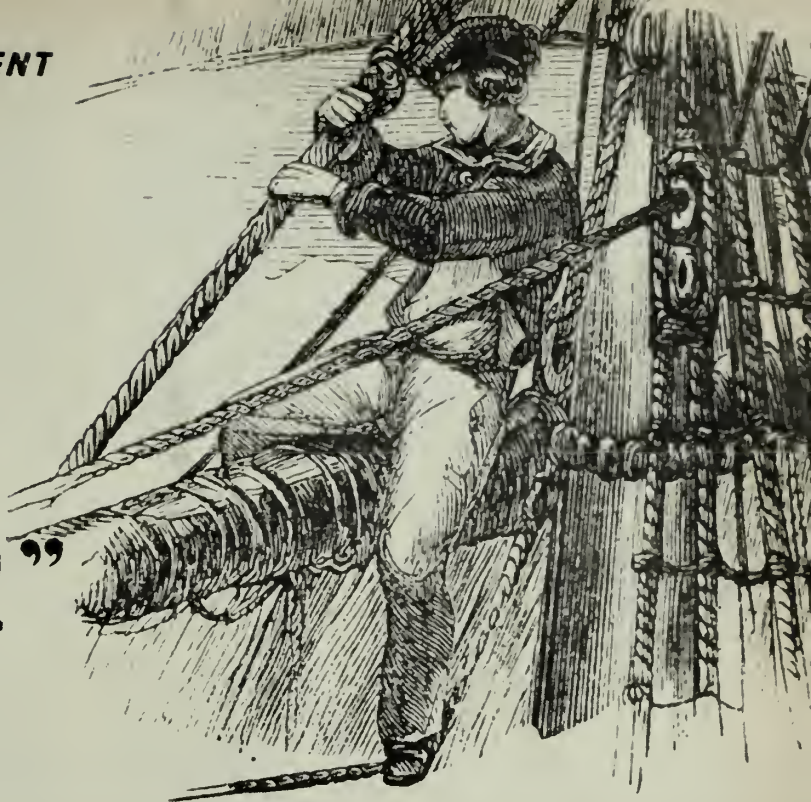
And listen to the seagull's scream

Amid the thunder's rail.

—Old Naval Song



"Lay aloft, ye lubbers!"



Life of a 'Green Hand' on a Privateer—1814

All at once the dread order would come and dozens of wary young 'Boots' of the old Navy were sent scrambling pell mell into the rigging of the careening sailing ship, to clamber to the topmost yard and unfurl the shrouds.

During the war of 1812, the tiny U. S. Navy had only a handful of warships with which to contest Great Britain's boast that she ruled the seas. Doughty as these were, they weren't enough. So this country proceeded to commission a whole fleet of American privateers whose major mission it was to intercept and sink as many heavy laden British merchantmen as they could.

The American privateer was in many ways a ship of mystery—ofttimes used as a sea raider, but other times as a destroyer, scout or blockade runner. All heavy timbering (the armor plate of those days) has been sacrificed for speed. As a result some of these ships were the fastest things afloat—just the thing for making the ocean trade routes unlivable for enemy traffic. To sail these ships took seamanship of the highest order.

It was on board one of these ships, the vessel Dartmoor, that a Boston youth named Josiah Cobb found himself late in 1814. He was just 18 years of age with a passion to go to sea and a patriotic desire to serve his country in time of war.

Along with a number of his friends, he had obtained his parents' consent to ship out, signed the necessary papers and stepped over the quarterdeck of Dartmoor into a new, strange life. This is the story of some of the incidents of those first bewildering days aboard ship as a green hand in the rough and ready days of a navy of sailing ships.

During this early sailing ship era the American sailor developed the physical agility and athletic prowess that has grown into a naval tradition. Learning to "climb

the rigging" was the first sports "competition" of the oldtime Navy. This account serves as an interesting companion piece to the article on the development of navy sports through the years, which appears on page 14.

THE vessel on board of which I had chosen to risk myself with others at this new calling, was herma-phrodite rigged, that is, her foremast was rigged as a brig, while her mainmast was rigged as a schooner; an advantage when on a wind, by bringing in use the enormous mainsail of the latter, and when before the wind, by squaring the yards of the former. She was a vessel of about three hundred and thirty tons, possessing great strength, lying low in the water, having a flush deck fore and aft, and a clipper of the first class, as she had proved herself by the many escapes she had made from the enemy, during her long and various cruises; above all, she had the reputation of being lucky, which among seamen is no small advantage in the craft they sail in.

Her late encounter with the boats of a British frigate, gave her an *eclat* far above any other privateer of the day; and on her arrival so recently after the engagement, she was hailed with almost as much enthusiasm, as the arrivals were of our several frigates when coming into port, flushed with the recent victories they had gained over the enemy. And well she might share a portion of the public praise, for the fight was a bloody one, not a seventh part of her crew escaped being either killed or disabled. The enemy twice gained the deck of the brig, but were beaten back by the determined bravery of that

"Lay aloft, ye lubbers!"

little band, who had dwindled to less than a dozen ere the fight ceased; and so precipitately were the enemy driven to their boats, that they left their arms on the brig's deck, such as muskets, pistols, swords, and boarding pikes, in quantities enough for the use of the brig in her now contemplated cruise.

She had made several captures before her return to port, and came in loaded with so rich and valuable a cargo, that it was said each hand received twelve hundred dollars as his share of the prize money. Probably it was this, which aided in gaining for the brig so great a notoriety, and proved an attraction too alluring to be resisted by many, who otherwise never would have gone to sea.

The brig mounted eighteen guns, of nine and eighteen pounders, was well fitted for doing good service, having a complement of one hundred and sixty-three men, all told, each and all, from the captain down to the foremast hands, on shares, depending on the prizes they were to take for their only remuneration.

Large calculations were made on the success of this vessel, both by those in her, their friends, and others interested ashore, no one supposing she could return to port, otherwise than laden with wealth. For this purpose every thing was cleared away underneath the deck, except the water and provision casks; and these were to be displaced as fast as emptied, by the consumption of their contents by the brig's crew, leaving no impediment for the close stowing of the rich and costly goods of old England's workshops. The owners cared little for the welfare or convenience of the men, in their eagerness for gain, the men in part willingly complying with the uncomfortable accommodations, knowing what was the owners' gain, was theirs also.

Our present captain was her first lieutenant during her former cruises, and was thought to possess every accomplishment for a commander, possessing the fullest confidence of her late captain, who was now a large shareholder of his favourite brigantine, and had given her up to his lieutenant, solely on account of indisposition. Besides the captain, we had five lieutenants, nine prize-masters, quarter-masters, sailing-masters, botswains, gunners, carpenters, and sail-makers in profusion.

SAILMAKERS, a skillful lot of sailors, were in charge of making and mending all sails and articles of canvas.



Our captain was so diminutive in stature as to make it appear ridiculous in the eyes of others even for him to enforce authority among a hardy, weatherbeaten crew, should they ever attempt to do aught against his will.

The first lieutenant was a man much liked by those under his charge. He never uttered an angry or harsh word, made use of no profane language, but was terrible even in his mildness, when faults occurred through carelessness or neglect. He knew what each man's duty was, and his capacity for fulfilling it—never putting more to the men's tasks, than they were able to get through with; but every jot and tittle must be performed, and that to the very letter without flinching, or the task would be doubled.

Of the crew, I will venture to say, there never was a more motley set came together, since the days of the first great navigator, Noah. There were Irish, English, French, Spanish, Portuguese, Dutch, African and American subjects on board.

We had five of the crew of the ill-fated *Chesapeake*, when taken by the British frigate *Shannon*. These men had lain in Halifax prison, and been detained as hostages, from the time of their capture, till they were exchanged and sent home, where they arrived just in time to ship on board of the brig.

Nineteen of the crew had never before been to sea, some of whom were from the country, and had never seen salt water till shipping to cruise in this redoubtable privateer.

My fellow lodger, Amos Whittle, the Fifer, was of sterner metal, although as great a stranger to salt water and the work on ship-board, as the others. He was jovial, fond of a joke, open-hearted, kind, and well stored with good sound sense; yet his knowledge of the world or mankind was the slightest and even child-like. The greatest of his faults was, that he supposed others to be as honest as himself, receiving as gospel truth all that was told him. I feel incompetent to convey to the understanding of my readers the character of this man, as I have never fallen in with his like.

He was the only son of a blacksmith, of Berkshire county, in the upper part of the state of Massachusetts, who had amassed considerable property by a life of industry and frugality, leaving it to the management of Amos, at his death, which occurred about six years prior to this cruise. Amos at that time was in his twentieth year. Being a good workman, he took upon himself the direction of the shop as well as the management of the farm; and with his widowed mother and an only sister, younger than himself, both of whom he spoke in the most endearing terms of affection, they lived happily and comfortably together. He was by nature volatile, hilarious and talkative, fond of amusement and company.

★ ★ ★

On Monday, December 21st, the foretopsail was dropped, and the signal made for all to repair on board. At twelve o'clock the anchor was weighed, accompanied with the merry 'heave-yo,' and all on board appeared with as light hearts and joyous spirits, as though it were a pleasure party on a fishing excursion to the outward harbour. Each seemed to strive how he could excel his shipmate in expediting the preparatory orders of the officers of the deck, and in no face did I see a longing for the shore.

We stretched out and in the harbour some two hours,

occasionally firing a gun to bring off the laggards, who were yet on shore.

At six o'clock, P.M. the fire and lights were extinguished, the yards squared to the wind, and we pushed boldly out to sea with a stiff breeze, which bore us along at the rate of twelve and a half miles per hour. As we gained the ocean, the brig plunged to the billows and careened to the wind.

I never felt a greater glow of spirits in my life; I stood in the cold blast snuffing the gale, with a wish that it might blow harder, and gathered excitement in proportion to the turbulence around me. When the turn of my watch came to go below, at ten o'clock, I chose to remain on deck, to see and view the wonders of my favourite element, upon which I was now duly launched, without the possibility of any mishap carrying me back, for which I had been in dread from the day I came on board till the present time. I tired not, but was as nimble and light as a squirrel when needed in any part of the vessel, or was called to a portion of the duty going on, striving to be foremost in all things where I could be of any use. When at leisure I was at the extreme head of the brig, viewing the turbulent waters with equal amazement and delight.

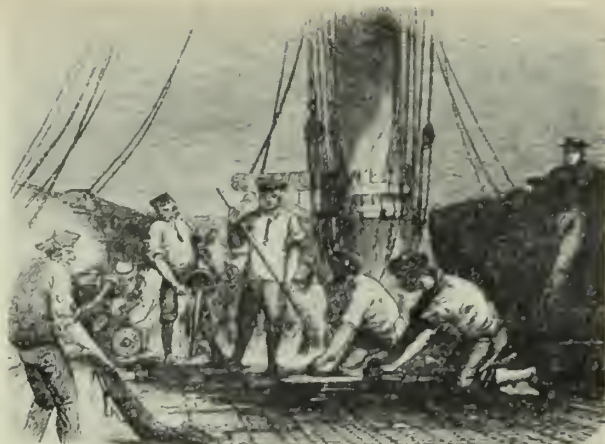
As the brig plunged through the seas under her enormous crowd of canvass, (for we were anxious to gain as much offing as possible before daylight, the enemy's cruisers having been seen off the harbour the day previous,) the spray dashed high over the bows and forecastle, on which I stood, deluging me frequently from head to foot; yet I felt it not, cold as it was, in my fever of excitement, but gloated over the appearance of the white-capped waves, as they came rolling on one after the other, till I grew weary with enjoyment.

★ ★ ★

On the fifth day from port, after exercising the crew, at their different stations, and securing the guns, the third lieutenant, having the deck, ordered the foretop-sail to be furled by the green hands. Forthwith came the shrill whistle, followed by the harsh grating voice, from the internal lower regions of the boatswain's corporate body, as though the deeper the cell, from whence the discordant mandate came, and the louder it was belched forth, the more impressive would it be upon those to whom it was directed, ordering all the green hands aloft, for the purpose of gratifying the wishes of our despot of the deck.

There had been a considerable swell during the past night, setting from the south-east, in a contra direction from the wind, which came from the north in fitful blast, and at times blew with violence, a prognostic of an approaching gale. This swell of the ocean caused our low craft, with her heavy armament and heavier spars, to roll nearly gunwale under at every lurch. She pitched and jerked with the quickness and seeming contrariness of an adjutant's untutored horse, when first brought in front of the line to receive a battalion fire; so that our green hands had as full employment to keep their legs on deck, even with the occasional aid of a neighboring rope or gun tackle, that lay within their grasping reach, as they need desire, without the fear of being taxed with idleness.

Many of the green hands, from extreme weakness and debility, brought on by the horrid nausea of the previous four days, not the least relieved by the hard duty and unrelished fare, had scarcely strength and energy to



SWABBING THE DECKS—Cleanliness aboard ship was of prime importance and included holystoning the decks.

stand upright. In their many attempts to balance themselves across the decks, their arms were swinging and grasping about in every direction, never suffering a chance to escape their eagerness for a clinch.

They as often in their involuntary surgings, came in contact with the officer of the deck, as each other, and showed no more preference for him, than the pump, mast, or greasy cook, if he was advantageously located within the orbit of their whirling range of staggering propensities. Often, when seeing an object on which they could rely for support, and when sure of their mark, they would make a daring pitch towards it, and find themselves rolling in the lee-scuppers, viewing the beauties of the firmament above, by the capricious movements of the deck under them, in one of the fancy lurches of the brig.

Our Fifer was foremost in all such antics, for he had the worst sea legs of any other on board, and was excessively awkward in accommodating the motions of his body to the rolling of the brig. He at all times appropriated more of the deck to his use, than he was entitled to by the station he held, by the indirect, zig-zag, crossing and recrossing path he made, when in search of an object he had in view. For whilst the body showed a sturdy determination to go ahead, the limbs were as pertinaciously determined to hold back—now, he was balancing on one foot, while its mate was struggling to outnumber the circle cut in the air by the arm, till its fellow could measure the distance to the deck, which the eyes could not do, for the multiplicity of business on hand, to outdo the mouth in wide circular expansions, the mainspring of the whole, to keep the equilibrium correct throughout the man. He was so indescribably ludicrous in his slidings and bracings, that the reprimand was of necessity turned to a laugh before half uttered.

The brig was hove up in the wind, to steady her a little, and two good foremast hands led the way aloft, to tack each his station at the extremities of the yard, with two others at the bunt, to assist the 'know-nothings' in the furlings of the sail. There was no great alacrity of movement evinced, to rival each other in ascending the shrouds, and some even hung back, till a second time told to 'lay aloft, ye lubber, lay aloft!'

As I have before said, I was determined on entering the service, to show no disinclination to do whatever was

"Lay aloft, ye lubbers!"

required of me, be it ever so arduous. On this occasion, I followed closely in the wake of the experienced ones, yet doubting my ability to hold on in my then extreme weak state. When reaching the fettock-shrouds, I made demonstrations for crawling through the lubber-hole, and was progressing with an earnest assurance of soon accomplishing my object, till warned with a kick on the head. (which nearly toppled me back, with a less crawling gait, albeit more dangerous, than the one I had but so recently used in coming up,) from the captain of the top, who was there for general directions, to take the other and more regular track. To work round and gain which, I had to be quick, or let others precede me on the yard, which I was fully determined should not be done.

In working up the fettock-shrouds, a much dreaded passage to all youngsters when first going to sea, the vessel seemed to roll and pitch even worse than before, and I would have entered into a contract, to carry with me through life, the lank, ill-shaped claws of the monkey, had I but their cling and tenacity for holding on, for these few minutes, to help me through with my present difficulties, in reaching the yard.

I overheard the Fifer, who was close in my rear, soliloquizing, but could gather nothing further, than "I have and can again, climb the tallest chestnut in our town, which is full sixty feet without a limb—but then there was something to hold on to. This ladder of ropes is the most silly contrivance I ever saw, and must have been invented by a numbskull, for the especial torment of such fools as I am, for coming here on this tom-fool's errand."

His musings aloud (for his talking could not be called more, so little did he suppose any overheard him) were cut short, by the captain of the foretop singing out for him to clap his fingers where he left off, and finish his sermon when his watch was below; and bear-a-hand and let the others come up who were at his stern.

I ascended the yard without difficulty, but could not lay out with that ease and security, I had done many times while in harbour, previous to sailing, for mere pastime and amusement; for the yard was swaying to and fro through the air, at a most fearful rate, by the rolling of the dark billows far below; whilst the wind, alone enough to sweep one in so weak a state from the

yard, was furiously driving and flapping the loose sail about, as though each blast would tear it from the clew-lines and strip it to ribbons. I managed by dint of adhesiveness, to get at my station at the extremity of the yard, time enough to see the movements of my followers in their perilous adventure; and were my exertions to get at my station, as ludicrous as theirs, I have little reason to boast or be proud of my first going aloft at sea.

Some cautiously felt their way at the foot-rope, to see if all were solid, whilst others took their chance upon the yard, as being more substantial, throwing aside every choice of position, except that of bringing all their limbs into play, aping the bear both in movements and grace. As the yard began to be well filled, it was truly laughable to see the contortions of body, the twistings of limbs, the grimaces of countenance, and the grapplings of fear, which each lavishly displayed, in his endeavours to hold on; and truly, nothing but the death grasp of man could be stronger.

Now by the pitching forward of the brig, some would nearly lose their balance over the yard—kicking the foot-rope to the length of their legs behind, and came nigh dislodging those who were disposed to do things in a more regular and becoming way. Again, on her bringing up they would sway back their bodies, and throw their feet forwards, almost capsizing those who were not prepared for such sudden and whimsical movements.

Up to this time but little was done towards furling the topsail, although none had been idle, each having enough of his own affairs to attend to, without wasting time on the duty of the brig; and we afforded too much amusement for those on deck, to have our motions quickened by threats and oaths, as usual on such occasions of bungling tardiness.

We were trying, through the advice of the captain of the foretop, to depend more upon the foot-rope, but all could not bring their minds and limbs to act in unison, each supposing he had hit upon a plan of safety peculiarly adapted to his figure and strength; but before matured, his fickleness of mind had changed to another more suitable to his position, as he hung on the yard. There was such a shooting of the feet this way, sliding them the other, toeing it right and left, in and out, fore and aft—some trying to get a choice part of the rope to stand upon, while others were over-reaching their own premises, and appropriating for their use a portion of the territories belonging to others, and all going through with such crossing and slidings of the feet, that a hail was drawn from the deck:

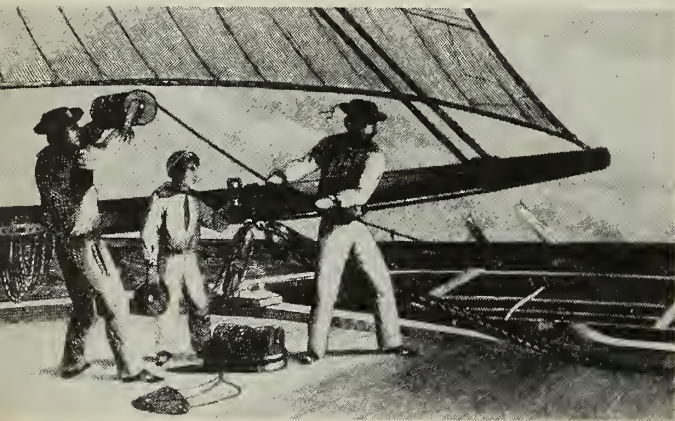
"Foretopsail yard, there!"

"Aye, aye, sir!" answered the captain of the top.

"Tell the young gentlemen if they wish to have a skating match, to come on deck and tighten their skates. I'll risk a crown that the Fifer takes the lead; and if he has bottom equal to the suppleness of his legs, I will double the bet."

"Oh, its very easy joking at the difficulties of others," said the Fifer, (for he was an inveterate talker, and had a word, however homely, for every one,) "while down there at your ease; but if you had to hold on here and work too, you would find it any thing but play, darn your lazy pluck." His talking ceased suddenly, by his missing his foot-hold, and coming down straddle across the rope he was so lately taking his steps upon. This brought another hail from below.

DECK DUTIES—Sailors estimate speed of sailing vessel.



"Ask the Fifer if he is going to take a ride, and whether he will have a pair of spurs sent him?"

"I will eat a pair of spurs without salt or gravy, if I can't whip a round dozen, one at a time, like that noisy chap below, and not know what I have been about," responded our slack-rope rider in an under tone, so as only to be heard by those on the yard: "He is like an old bell-wether of ours, which would bleat and blare like all creation, at any of the flock being caught in the brambles, without ever showing a willingness to help."

He was clambering up whilst the under-toned mutterings were going on, and soon gained his place on the yard again, for where he could get a grasp with his hand he was safe, so prodigious was his strength. To make all sure, he hugged the yard by claspings his arms around it, defying all the "old Harries" in the kingdom of Satan to dislodge him, when third hail came up.

"Tell the gentleman with the yard in his arms, to be so good as to bring it on deck."

"I can carry it on deck, and with it thrash the liver out of you in five minutes, if you will but hold the vessel still as long; but this jerking about in the clouds, is not the place for a man to show what he can do."

Whether the officer on deck heard the answer of the Fifer I do not know, but he made a motion to the man at the wheel, who understood his meaning, and let the vessel's head fall off so as to meet a heavy sea, which struck her full in the larboard bow, with such tremendous force, as to make her tremble in every part. I turned my head to see how the others fared with the shock, having myself been nearly thrown off by its severity and suddenness, when at the instant, the Fifer lost his hold the second time, fell, and would never again been enabled to respond to the jokes of the crew, had he not in his rapid descent caught the foot-rope with his hand.

A thrill of horror ran through all who saw him dangling high in the air, with but one hand hold of the rope; but that hand was of no common make, for it possessed the grasp of a vise, and he, while the lookers-on held their breath through fear and suspense,

coolly raised himself up, swung a leg over the rope, and sat as before when taunted as to the spurs.

The lieutenant of the deck sung out so as to be distinctly heard by all, "Why, this beats all Berkshire."

The Fifer cast his look downward at the officer, and boldly said, "When you can do that without turning pale or breathing short, you'll prove yourself a greater man than I now think you are."

The circumstance excused the offence, or the officer not seeming to hear, for no notice was taken of his words. The Fifer gained his former position upon the yard with ease, and I could not perceive the least trepidation in nerve or look.

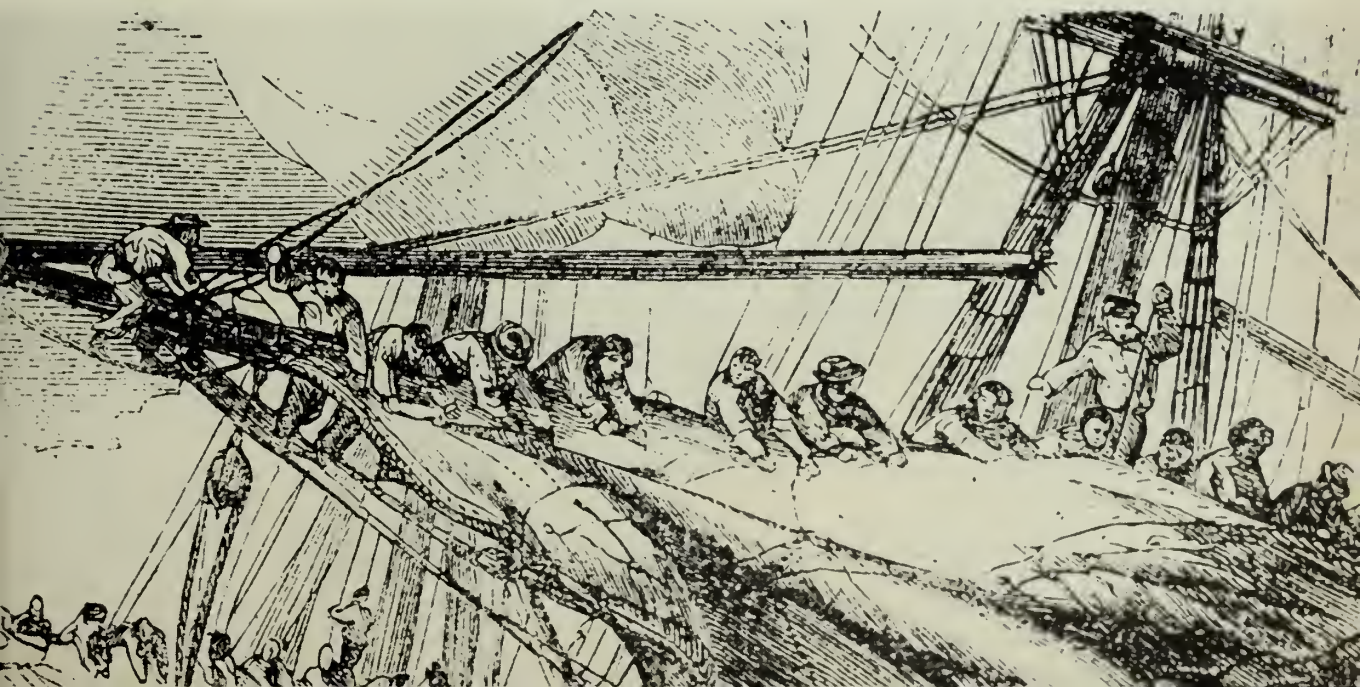
We got through with the duty, without farther mishap, except that an old blue jacket, in his hurry and anxiety to finish the work in question, passed the lashing firmly round the arm of the worthy personage, and made all fast to the yard, without its owner knowing it till piped down. When the lieutenant saw the fellow trying to free himself from his dilemma, the sail was ordered to be unfurled and again clewed up, with an admonition that such oversights would not be tolerated or passed over harmlessly when on duty.

The second slip of the Fifer, sobered all on the yard, as well as those below, himself excepted, who appeared to be the only one unconcerned about it, by his chattering away with as much volubility as ever. It mattered but little to him who were the listeners, or whether any, talk he would.

When descending, we had orders from below, to pass and re-pass the "pokerish place," as Amos termed the fettock shrouds, several times, till we were rid of the squeamishness exhibited in the ascent. Glad was I for one, that it appeared less and less dangerous at each successive passage, till I nearly overcame all dread of it.

This furling of the foretopsail long afforded amusement to the crew, by the bungling manner it was done by the "land-lubbers, who were more fit to man a pudding stick than a yard." Well can I recall, even to this distant day, my feelings and sensations when first laying out upon the yard, high over a boisterous and angry sea.

PICTURESQUE SCENE is presented as all hands "lay aloft" to furl the sails, often done to a lusty song.



TAFFRAIL TALK

EVERY once in a while, a breath of the old-time Navy of wooden ships and iron men blows across the editor's desk. Here are a couple of recent gusts . . .

★ ★ ★

Down at Key West, Fla., the good ship PC 579 was about to get underway when her anchor detail ran into some unforeseen trouble—the anchor wouldn't come up.

At least not at first. Then, with a great creaking and groaning of the wildcat, the ship's anchor rose slowly out of the water. Looking over the side as it broke water, crewmen could see fouled in the flukes still another anchor, an old-time relic encrusted with coral.

The hook had a wooden stock and a fathom of chain still attached. Scraping it clean, the PC boys could find nary a clue—no identifying mark, no serial number. Its story is still Davey Jones' secret. Old timers guessed that the old piece dated from about the middle 1800s.

★ ★ ★

A relic of a different sort has come to light at the Navy Historical Society headquarters in Washington, D. C. It's a cruise book from the battleship *Olympia*, flagship of Admiral George Dewey's "Great White Fleet" of round-the-world fame (see "Way Back When" on p. 42).

The book is called "The Bounding Billow" and was presented to the society by James J. Burke, a chief teleman stationed with U. S. Fleet Activities in Yokosuka, Japan.

One tale from its pages tells how two shellmen, passing ammunition aboard the flagship during the one-sided Battle of Manila Bay during the Spanish-American War, whiled away a few spare moments between passes by striking up "There'll Be a Hot Time in the Old Town Tonight" on a guitar and violin.



Another tells about how, after the battle had ended in victory, one of the ship's messes advertised in a Manila newspaper for some added help. The ad read thus: "WANTED—Young man who can win Christmas turkeys, play the guitar, lend a hand to make homeward-bound biscuits and Spanish chest protectors (pancakes), keep the fo'c'sle sitting room in order and see that the Second Mate doesn't get left at Mess Gear. Apply to Mess No. 2."

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should also be advised if the full number of copies is not received regularly.

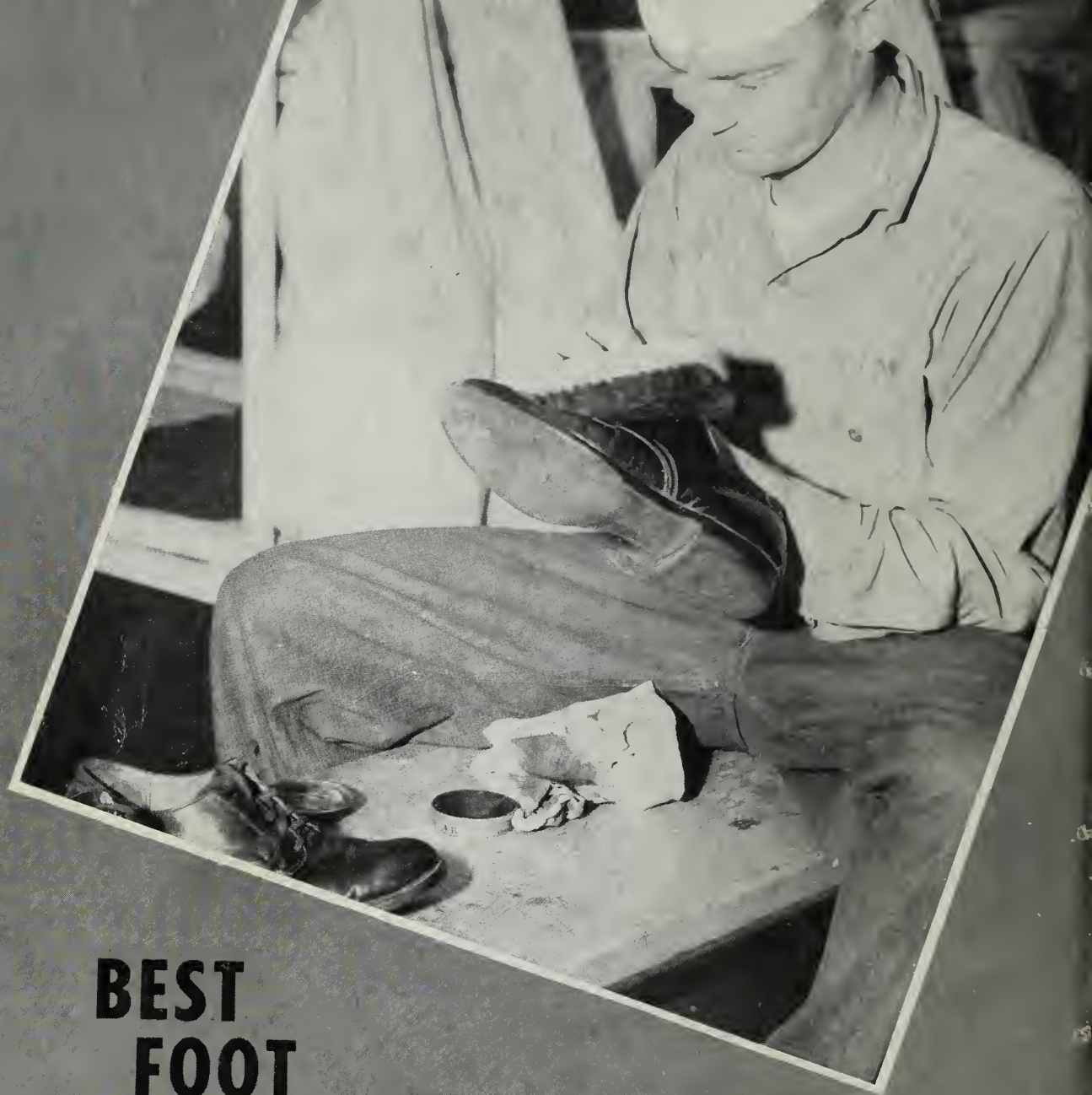
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Amphibious tractors leave white trails in their wake during training exercise with amphibious reconnaissance group. Photo by Dale E. Reyher, Cpl, USMC.





BEST FOOT FORWARD

**.....when you keep your uniform neat
and your gear shipshape,
you look sharper and
they last longer.....**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
have it as soon as possible.

3 COPY ALONG

APRIL 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1954

Navpers-O

NUMBER 446

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• FRONT COVER: SAILOR checks over aerological equipment atop the control tower at NAS Alameda, Calif.

AT LEFT: TASK FORCE provides effective backdrop for this trio of F9F 'Ponthers' returning to their carrier 'homes' after completing a mission.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



SUPPORTED by members of crew of USS Halsey Powell (DD 686), LT Prouhet is helped aboard the rescue vessel.

'SOS—Crew Seven Ditching'

In the early days of January 1953, a Navy patrol plane flying on the Formosa Straits patrol became the victim of anti-aircraft fire from Communist Chinese guns. Minutes later the pilot ditched his burning plane in the rough South China Sea. This is the story of that incident, and what followed, a vivid I-was-there account by LT Clement R. (Bob) Prouhet, USN, as told to LCDR Dale Cox, USN.

With patrol plane commander Prouhet on this flight was a 12-man crew: LT Verl Varney, USNR, co-pilot; ENS Dwight Angell, USNR, navigator; Daniel J. Ballenger, AD1, USN, plane captain; Lloyd Smith, Jr., AD2, USN, 2nd mechanic; Paul A. Morley, AT3, USN, 1st radar technician; Clifford R. Byars, ATAN, USN, 2nd radar technician; Robert L. French, AL1, USN 1st radioman; Ronald A. Beahm, ALAN, USN, 2nd radioman; Cecil H. Brown, AO3, USN, 1st ordnanceman; Roy Ludena, AOAN, USN, 2nd ordnanceman; Wallace L. MacDonald, AFC,

USN, 1st photographer; William F. McClure, Jr., PH1, USN, 2nd photographer.

Throughout the account runs a double theme for the Navy reader. First of all, quick and proper action under emergency conditions, the result of Navy training and discipline, greatly reduces the number and extent of casualties. Secondly, the account illustrates the team work of the armed services and the heroism of the serviceman in going to the rescue of his fellowmen at sea.

SUNDAY, January 18, 1953 started as a normal patrol day for Crew 7 of Navy Patrol Squadron 22. We were flying our P2V Neptune plane at about 1,000 feet altitude on a routine flight in the South China Sea. About one o'clock in the afternoon we were off the China coast opposite the city of Swatow headed in a northerly direction toward the Formosa Straits.

The crewmen were at their stations and all hands were starting to think seriously about food in the form

of the usual cold box lunches. I was checking the power settings of the engines to make certain we weren't burning too much gas.

Suddenly one of the crew reported seeing flashes of gunfire from a small island off our port beam. Seconds later the plane bucked and a burst of flame shot through the flight compartment behind the cockpit. I immediately wrapped the plane into a turn and, jamming on power, climbed the airplane into some low-hanging clouds.

My plane captain, Dan Ballenger, who sits just behind the pilots, reported that Byars, the radar operator was hit. By this time we were in the protection of the clouds, flying on instruments. I asked all stations to report battle damage. The top crown turret reported two gaping holes in the vertical stabilizer. Checking the controls, I noticed no effect on the maneuverability of the plane. Further reports revealed the radar out of commission, the fuel gauges flipping rapidly from zero to

the normal reading, and smoke coming from the starboard engine. All these reports over the plane's intercommunication system were made in a matter of moments while we were flying on instruments.

LT Verl Varney, who was copilot, and I decided the best course to follow would be to attempt to fly to a friendly field in Formosa. Then a loud banging noise was heard from the starboard engine. The after station, registering considerable concern in his voice, reported the two doors covering the retracted main landing gear wheel had broken off. I still had good control of the airplane and the engines were running fine. We finished drafting a message to our home base: "Fired up by shore batteries. Moderate damage. Amplifying report to follow. Latitude 23° North, Longitude 117° 30' East."

After the message went out I turned the controls over to LT Varney, and headed aft to check casualties among our 13-man crew, and damage to the plane. I found that Byars, the radar technician, had been knocked out of his seat by the explosion. He had a four-inch cut on his neck and a piece of shrapnel through his shoulder. Plane captain Ballenger had administered first aid by sprinkling sulfa powder on his wounds. Byars, though not unconscious, was suffering from shock.

While inspecting the flight deck, I saw a sheet of flame shoot out of

Daring Rescues at Sea Dramatize Value of Training and Teamwork

the port engine. I jumped back into the pilot's seat in short order. Up to now the port engine had been our good engine. Pushing the propeller feathering button, I shut down the engine and engaged the emergency disconnect valves stopping all fuel, oil, hydraulic fluid and alcohol from being supplied to the engine. These emergency procedures did not stop the fire.

Over the intercom now came the report that the wing was in danger of dropping off due to the intensity of the flames. We were still on instruments flying in the "soup" at about 2500 feet with one engine out and the other smoking.

I ordered French, the radioman, to send "SOS-DITCHING" and our position report. After the message was out he tied the transmitter key down in case any direction-finder stations were taking bearings on us.

So far, about 15 minutes had elapsed since that first jolt of the AA shell—it was a fast 15 minutes for Crew 7 from that initial shot of adrenalin after the hit to the present frantic preparations to ditch. Each crew member has an assigned station for ditching; each man pro-

vides a specific piece of equipment and has a designated escape route after the plane stops in the water. There was no hesitation—every man knew from repeated drills what to do and was ready and eager to get out of that burning plane.

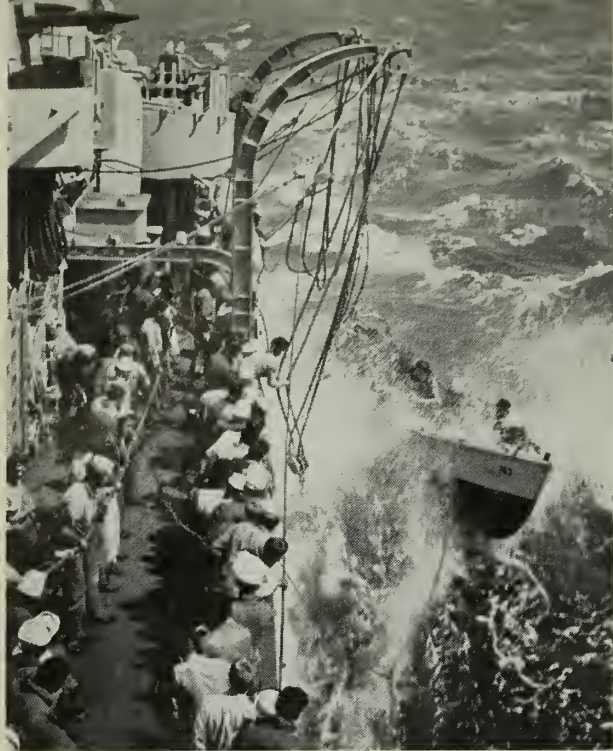
Varney and I were still flying on instruments with an engine feathered and the fire burning briskly. Heading the plane in a northerly direction we began letting down rapidly. Just under 900 feet we broke out of the clouds and spotted two small islands northwest about twenty miles away. As usual the seas in the Formosa Straits were very rough—waves 10 to 15 feet high. Should we head for the islands and thereby increase our chances of making a successful ditch? The relatively calmer seas nearer the island would make it easier to survive in a rubber life raft, but the islands could belong to the unfriendly comrades who had just shot up our airplane.

Just as we decided to head for the islands, the radioman reported desperately that he had been burned on the face and hands when he jettisoned the port waist escape hatch. Flames from the burning wing engine were being sucked into the after station spreading fire to that area. Men in the after station reported that the wing or engine might burn off. There was no doubt now—we would have to ditch here.

Flaps full down, power on our good engine, nose high, I established

STUNNED SURVIVORS of 'double dip' in the icy waters wait their turn to be hauled aboard the destroyer.





FOUR METHODS OF RESCUE—Left: By ship and lifeboat. Right: Wartime submarine rescue of downed airmen.

a slow rate of descent heading nearly into the wind. We touched down on the rough water and decelerated abruptly to a stop.

The yoke bounced around considerably but there were no severe bumps. The shock was great enough to tear equipment out of the hands of the men still at their ditching stations. Co-pilot Varney was hit in the forehead by a piece of flying glass from a crack in the windshield and Chief MacDonald, our photographer, was struck in the head by flying debris.

Fortunately, these were our only immediate casualties on ditching. I scrambled out through the pilot's escape hatch as water was filling the cockpit. That Formosa Straits water is cold! I started swimming to get clear of a possible explosion, but the plane came floating down upon me. My arms went into high gear, and I swam the fastest 50-foot dash I've ever logged to get clear of that still burning wing and engine.

Clear of the wing tip, I inflated my Mae West life jacket and looked around for the rest of the crew. No one was in sight—until a big wave picked me up on its crest and I spotted heads and the uninflated life raft nearby. I paddled over to help inflate the seven-man life raft.

As we unfolded the eight-foot raft our hearts took a nose dive when we saw charred and burned areas in one end. Pulling the CO₂ inflation bottle, we were relieved to find that two of the three compartments in the raft were filling. Byars was the most seriously injured man so we put him aboard while the rest of us clung to the sides.

I counted 11 noses; we were missing two men: Smith, the second mechanic, and McClure, the photographer. They had been seen down wind of the raft, Smith with his Mae West inflated and McClure calling for help to get his jacket inflated. These two men were not seen nor heard from again. It was almost impossible for them to swim up wind to the rest of us against the 15-foot swells. We searched as best we could, but in vain.

A short time later two paddles and several exposure suits came drifting by; rescuing this equipment we decided to try rowing and kicking the raft toward the two small islands I had observed from the air. While underway, plane captain Ballinger climbed on the raft to try on one of the exposure suits. It is watertight if donned before one gets into the water, but Ballinger got into the suit accompanied by quantities

of cold water. He left the suit on but the rest of us decided it wasn't such a hot idea. (I believe now we all should have put them on since they were some protection).

The next hour passed rather quickly while we took turns climbing in the half submerged raft and paddling toward the islands to the west. As about every fifth wave broke over us, it was impossible to bail out the raft and those taking turns resting were almost as wet as those in the water.

Byars was resting as comfortably as is possible in a water-logged life raft. Varney and MacDonald, who had superficial cuts on the forehead, were both in good shape. Checking back over those last frantic minutes in the plane, we believed the "SOS—DITCHING" message had gone out so we were expecting help eventually. Morale was good; everyone was cold.

The most wonderful sight we could hope to see was our Squadron's Number 3 plane when it appeared on the horizon headed for us. Crew 3 had been flying a patrol east of Formosa about 300 miles away. When they intercepted our first damage report they turned around and headed for our position in order to escort us. Although they



SEA-TO-AIR RESCUES—Navy helicopter 'rescues' sailor during drill. Right: Blimp lifts survivor out of the ocean.

had not received our SOS, they had heard our transmitter key when it was tied down.

As they passed nearby our co-pilot fired a life jacket flare. Miraculously, the Crew 3 radioman sighted the flare and the big blue plane wheeled around to come help us. Immediately they radioed our plight to home base and proceeded to drop one of their two life rafts. Unfortunately, the drop was too far away and because of the high swells we could do nothing to rescue it. Our shipmates continued circling and we settled back to our wet existence in and out of the raft.

Another clammy hour passed, but now we were buoyed by hope as well as stiff Mae Wests. Far away we heard a new sound of engines and finally spotted a PBM seaplane approaching our position. Even though we didn't believe the plane could land in the rough seas, our spirits soared once again.

The plane was overhead and we identified it as a Coast Guard Air-Sea Rescue aircraft from the Naval Station at Sangley Point in the Philippines. We hoped the PBM could drop us a new lift raft and keep us in sight until surface vessels arrived.

To our amazement the plane

circled once and then executed a beautiful open-sea landing. We felt that we had it made; our damp spirits started drying out. We didn't know the trouble that lay ahead.

Despite the heavy seas the PBM landed alongside, reversed propellers to stop, and taxied over to pick us up in a neat exhibition of airmanship and seamanship. Their after station crew threw us a line and started pulling our craft toward the flying boat. Unexpectedly the line parted.

Our raft commenced floating strait for a still whirling propeller, and all of us made like submarines as we went under the prop. Just as we cleared the propeller stopped. Now as we were drifting apart, the pilot re-started his engines and began another approach for our bobbing raft. On this pass the line missed the raft by 20 feet. Our plane captain swam over to bring us the line but, instead, the PBM crew pulled him into the plane. The pilot taxied out for a third try to get a line to our raft. These approaches were extremely difficult because of the churning seas, 25 to 30 knots of wind, and our inability to aid by maneuvering our half submerged craft.

On the third approach the plane

made contact and drew the raft alongside. We clambered and fell aboard the plane—exhausted and suffering from five hours exposure in the cold waters. The crew of the PBM wrapped us in blankets; the more exhausted men were put to bed in the after station. I, and seven others, were huddled forward on bunks.

The pilot of the PBM questioned me about our two missing shipmates and then taxied around looking for them. The other planes, airborne overhead, were given the word and joined in the search.

As darkness came, LT Vukic, Patrol Plane Commander of the PBM, decided that our condition warranted an open-sea take-off and a quick trip to nearby Hong Kong for medical treatment.

Lining his plane up with the swells he added power to his engines; the big plane skimmed between the trough of two waves in a slightly downwind direction. At 50 knots he cut in his JATO bottles for jet assistance in the take-off.

Seconds later Vukic felt his port engine fail; he cut back his starboard engine to stop the take-off, but the thrust from the JATO bottles and an upsurge from the sea picked the plane up.

With a sickening crunch the PBM capsized and exploded.

During these brief seconds, we were still huddled in the bunk compartment. We heard the engines roar into life, felt the acceleration from the JATO bottles, felt a sudden swerve to port and heard the starboard engine cut back. None of us remember anything after that.

My next recollection was being under water and struggling toward the surface. I felt pieces of metal and debris pulling me down, but then shortly my head broke surface. All around me were pieces of burning aircraft; great billows of black smoke were being whipped skyward by the wind. A mattress from a bunk bobbed into view and I swam toward it.

My first coherent thought was, "How long can this stuff go on!" I quickly realized there were four others clutching at the same mattress for want of something better.

In a matter of minutes the debris had sunk and the fire burned itself out. Once again I was in the water watching aircraft circle overhead. Now there were two planes from our squadron with Crews 4 and 8, and one Air Force Albatross rescue plane from Clark Field.

The circling planes dropped two rafts immediately; two other survivors in life jackets reached the life raft, and then the five of us, clinging to the mattress and kicking for all we were worth, made it.

Seven of us in a seven-man life raft filled that craft completely. To make matters worse the rough sea was getting rougher and now every third wave broke over the raft. We

battered down to keep ourselves floating and surviving. Our morale was zero; lightning had struck twice in the same spot; darkness was upon us.

I checked and found that of the seven men in the raft, six of us were injured. Both of my knees were throbbing painfully. Since two men were crammed against me, I couldn't move my knees enough to check the reason. Just before it became completely dark we sighted a few other survivors. My plane captain was holding on the tip float from the PBM and two others were in a raft. The churning waters were too rough for us to join the groups together; all we could do was wait.

While waiting we checked the flares in the kit of the life raft and those attached to our life jackets. As the night became inky black under the low overcast, the planes circling dropped flares to keep our position marked. Also, each of the three planes on station attempted to pass over and illuminate us with their landing lights. One of the planes dropped a circle of flares with our raft in the center, but this didn't work out; we were drifting too rapidly in a southerly direction. Periodically we fired off a flare of our own to keep the planes advised of our latest position. Because of many flares and our periodic disappearance into rain squalls, the situation was highly confused.

We felt that surface vessels were probably on the way to the scene of the accident, but even so we didn't believe they could rescue us until morning in such heavy seas. To elude the situation further the

squalls which had moved into the area were making flying for the planes on station dangerous at their low altitudes.

With the second crash I lost all sense of time and direction. Several times we mistook aircraft flares for a surface ship's running lights. Hope glimmered on these occasions only to be sloshed back down again by another wave breaking over the raft. But at least we were alive and had no major injuries.

After several hours of this frozen sodden existence, we sighted still another light on the horizon; we finally identified this as the steady white mast light of a ship. Our hope zoomed; the pros and cons of night rescue at sea became the top topic of conversation.

It took the destroyer—for it turned out to be USS *Halsey Powell* (DD 686)—about a half hour to reach our immediate vicinity. We guided her approach by shooting off flares and blowing whistles. Finally the ship illuminated us with their searchlight and we knew that our chances of rescue were markedly improved.

On the first attempt to bring us alongside, *Halsey Powell* and our raft approached each other slowly, but then seemed to glide apart with great rapidity. With the failure the destroyer added power and steamed away. On the life raft we all thought the ship had given up and was leaving.

But the ship circled around for a second attempt. This time they again misjudged the seas but two swimmers with plenty of courage went over the side with lines to try and reach us. These men, however,

MEMBER of Coast Guard plane crew is helped aboard destroyer. Right: Crew, survivors grin happily after rescue.



couldn't make any headway against the high swells, and so were pulled back to the ship, and another attempt commenced.

The third approach was unusual. The ship backed down, threw a line to us over the fantail and then pulled the raft amidship. We had it made!

French, the radioman, had passed out from severe head wounds and sheer exhaustion. The rest of us were in slightly better condition. For myself I could feel nothing in my knees as they were completely numb from pain and their cramped position.

One man from the ship jumped into the water beside the raft and helped put a line around the unconscious French. After this each of us tied a line around his chest and was pulled aboard.

A feeling of unbelief mixed with relief at this miraculous turn of events bounced around in my brain. My mind was in low gear and I kept thinking, "This can't be you, Bob Prouhet, this can't be you!" That steel deck felt pleasant but strange underfoot; two sailors held me under the arms as my knees kept buckling.

USS *Halsey Powell* was the most wonderful ship I have ever been aboard. Everyone did his best to make the seven of us comfortable. I was carried down to the Chief Petty Officers' Mess, stripped of soaking clothes and put into dry blankets. Hot coffee returned my vocal chords to a more normal state, a hot shower renewed the circulation of my red corpuscles and medicinal brandy rallied my senses from hibernation. I started thinking about the other survivors and the planes still circling overhead. The doctor ordered a round of sedatives for all survivors to help us get some needed sleep.

Concerned over the welfare of the other survivors, I asked that I be allowed to give all the information possible to aid in the rescue. After talking to the skipper of the destroyer, Commander Freeman, and passing on all the pertinent details I could think of, I also retired.

The search continued. The three aircraft flying guard over us had been in the air for nine or 10 hours, and so were relieved by fresh crews and planes. These planes were flying mostly under instrument conditions in and out of rain squalls with a solid overcast at 700 feet. The



QUICK THINKING, fast action and good seamanship enabled USS *Halsey Powell* to rescue survivors of the two plane crashes in the South China Sea.

lowest planes were at 300-500 feet altitude navigating with inaccurate charts but searching the area thoroughly and illuminating all possible targets with flares and landing lights.

At the same time other surface units were on their way.

At 2200 a search plane from VP-22 flown by Crew 11 sighted a flare fired by other survivors. *Halsey Powell* proceeded toward the position promptly.

Suddenly I felt the ship shudder and heard in the background the engines and screws burst into action. I sat up in my bunk fearing the worst; was the jinx still with Crew 7? Did we go aground? But in a few moments I realized the ship was backing down and that we weren't aground.

As the destroyer steamed toward the reported survivors, they searched ahead with their searchlight. Approaching the position lookouts spotted a raft with three men.

As the ship proceeded cautiously the water unexpectedly shallowed! A reef was sighted close aboard.

The ship backed emergency full to clear the reef, leaving the survivors on the other side of a shallow coral breakwater.

Then the captain of *Halsey Powell* made a hard decision. He took his ship toward the coast of China.

He was looking for a break in the reef. When he found the break he maneuvered his 2100-ton command behind the reef, steamed back and picked up three exhausted men from the raft. This feat of seamanship was accomplished in poor visibility on a murky night using charts of doubtful accuracy. It took courage.

Early the next day a fleet of five destroyers and seven aircraft continued the intensive search. Just before dawn several aircraft reported they were under attack by fighters, undoubtedly Chinese Communist aircraft. Tracer bullets were seen by members of VP-22's Crew 9; Crew 2 had fighters follow them for several miles as they departed the area. During this day more aircraft and destroyers were fired upon by Red Chinese shore batteries from nearby islands. Toward evening after a thorough search the operation was halted. It was believed that by now any survivors would have drifted ashore on one of the islands or possibly have been picked up by a junk or sampan fishing in the general area.

Shortly after, seven members of our original 13-man Crew 7 returned to the squadron's home base on Okinawa, having survived the ordeal of two crashes in one day. Four of our shipmates, Ensign Angell, Morley, Byars, and Beahm, who had escaped from the ditching of No. 7 plane, were missing after the PBM explosion. We still hoped that Smith and McClure, the two men missing from the original ditching of No. 7, and survivors from the PBM crash might have been picked up or drifted ashore.

Crew No. 7 is now back at business-as-usual status at Okinawa. Our experience was rough, but there were numerous men in Korea with a grimmer tale to relate. For my money, though, the cold war was plenty hot for Crew 7 on that January Sunday in the South China Sea.—By LT Bob Prouhet, as told to LCDR Dale Cox, usn.



'SURVIVORS' cut wood for fire after setting up 'paratepees.' Above right: Smoke signals, flares and radar reflectors are used to contact rescuers.



Surviva



TREES provide natural shelter. Below: "Radiant heat" from single candle helps a lot in small shelter. Right: Emergency rations come in handy.

WHY should sailors — who live most of the time at sea — learn how to survive in mountains, swamps, forests, jungles? Isn't knowledge of survival at sea techniques sufficient?

Survival on land has become increasingly important for Navymen to know in recent years.

If you are forced to abandon ship or plane in out-of-the-way, uninhabited areas, or in enemy territory, survival training pays off. In such cases, Navymen will need to know a lot more than how to handle a liferaft and use signal flares. When emergency rations dwindle, "living off the land" becomes a vital necessity. At the same time, you'll need to know a lot about building shelters, utilizing the terrain and the like.

The Navy has several training programs underway to acquaint men with land survival techniques. At





On Land

NAS Quonset Point, R. I., for example, pilots have undergone several treks in the rugged terrain of the "Great Swamp" as part of a "stay alive" test project.

Equipped only with "bare essentials" the pilots spent several days in the swamp, setting up camp and actually living off the land. They caught fish through holes in the ice.

Similar training programs, for both officer and enlisted personnel, are in operation at Naval activities from NAS Whidbey Island, Wash., and Kodiak, Alaska, to Pensacola, Fla.

Men have learned how to construct lean-tos, "paratepees," tree shelters; how to make stretchers for wounded or injured men; how to signal for aid; how to forage for food—in short they've learned how to make nature work for, rather than against, them.

SAILORS make stretcher out of poles and foul-weather jackets. Below: Lean-to shelter, covered with 'chutes, tarpaulins, will accommodate six men.



SMALL-GAME snare (below left) is made from parachute shroud-line and sapling. Men learn to spear fish, using poles tipped with parachute rigging pins.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNIFORM CHANGES**—Samples of a dungaree rating badge and a new style neckerchief have been sent to the operating forces for test and comment.

The new dungaree rating badge shows only the military rate of the petty officer. The specialty mark is omitted but the "crow" and stripes are the same size as regular rating badges used on blues and whites.

Another innovation in connection with the rating badge is the fact that it will go on the dungaree shirts without sewing. A special backing enables it to be pressed to the shirt with a hot iron.

The neckerchief sent out for evaluation will be much like the one in use today, except that it will come already rolled. The same length as the one now in use, it will, in effect, be a rolled tie with two open ends.

Neither of these are official uniform changes, but it is possible they may be adopted at some future date.

• **ALIEN REGISTRATION** — Members of the U. S. Navy who are not citizens of the U. S. are reminded that they must report their address to the nearest Immigration and Naturalization Service office within 10 days of the time they enter the U. S.

The only exception to this rule is a person who fulfills *all three* of the following requirements:

(1) Is in the uniform of, or who bears documents, identifying him

as a member of the U. S. Armed Forces.

(2) Has not already been lawfully admitted to the U. S. for permanent residence.

(3) Is in the process of making application for admission under official orders or permit of the armed forces.

Incidentally, citizens of the Philippine Republic now serving in the U. S. Navy who since 27 Jan 1953 have been recruited by the Commander, U. S. Naval Forces, Philippines, pursuant to the special treaty negotiated between the U. S. and the Philippine government meet all three of the requirements outlined above and therefore need not report their address.

All other aliens, however, including dependents of naval personnel who cannot fulfill *all three* of the above conditions must not only register with the Immigration and Naturalization Service within 10 days of entry into the U. S. but must also once a year (in January) make out an "Alien Address Report Card." (Cards are obtainable at any U. S. post office or immigration office).

The card requires each alien to note his nationality, place and date of entry into the U.S., place and date of birth and alien registration number. This number appears on his alien registration receipt card which he is required to have in his possession at all times.

• **LAST CHANCE DEADLINE**—Officers and enlisted men who have 18 year (or more) service are reminded that the deadline for indicating whether they intend to participate in the Annuity Plan (Uniformed Services Contingency Option Act) is 30 April 1954.

Whether or not you choose to enter the plan, you will have to fill out a form, select an option or options, or indicate you do not want to participate.

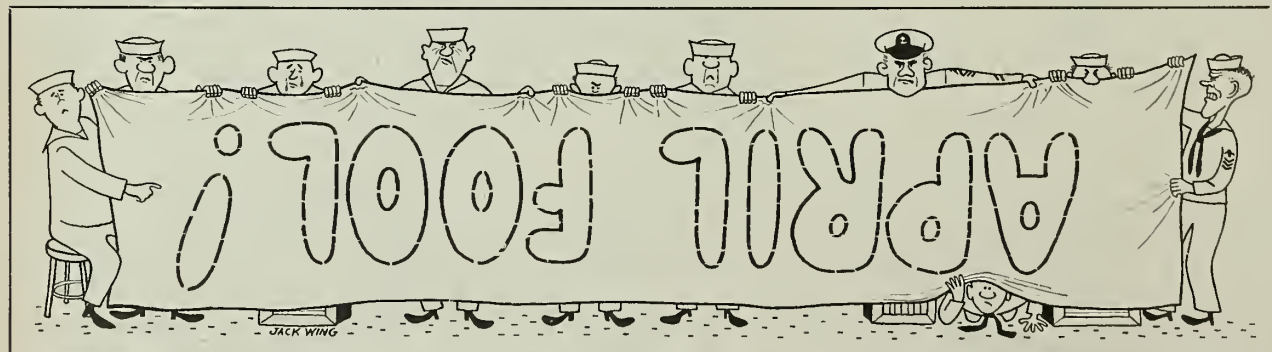
Personnel in the Fleet Reserve who are presently on active duty also have only until 30 April 1954 to elect participation or state their desire not to participate. By now, they should have received the necessary forms and information from the Chief of Field Branch, Special Payment Division (USCO), Bureau of Supplies and Accounts, Cleveland, Ohio.

Regular Navy retired and USN Fleet Reserve personnel on active duty who have not received individual notification from BuSanda, Cleveland, Ohio, are directed to so advise that activity.

Regular Navymen transferred to Fleet Reserve status after 1 Mar 1954 and prior to 1 May 1954 should be advised that their election under the act must be postmarked not later than 30 April 1954 to be effective.

For detailed information on the annuity plan, see *ALL HANDS*, September 1953, p. 46, and December 1953, p. 43.

• **NEW YARDSTICK FOR OCS** — A change has been made in the educational requirements for USN enlisted personnel seeking a commission under the Regular Navy Integration Program. Candidates who have not completed a minimum of two years (four semesters) work toward a degree at an accredited college or university, must now show that they have a GCT or ARI score of 60 in



PASS THIS COPY ALONG—Don't fool your shipmates. This copy of *ALL HANDS* is intended for 10 readers.

Correction

In the March 1954 issue of ALL HANDS (page 9) a brief article appeared concerning a new program for awarding active duty agreements to members of the Reserve components of the armed forces.

It is regretted that the opening paragraph of this article was erroneous and misleading for it indicated that reserve officers and enlisted men would only serve on active duty beyond obligated service if under a contract agreement. As a matter of fact, active duty agreements *may* be issued. The number of such agreements will depend on the needs of the service and will be determined by the Secretary of the Navy.

order to be eligible to apply. Those whose applications are accepted will be given an officer's selection test.

Formerly, the USAFI educational qualification test 2CX could be substituted for the formal education. But the 2CX test was withdrawn on 1 Jan 1954 and the GCT or ARI score has been substituted.

The Regular Navy Integration Program, which began in September 1952, opens up a greater opportunity to potential officer candidates from the ranks of the Regular Navy commissioned warrant officers, warrant officers and enlisted members of all pay grades who through it can be appointed to permanent commissioned grade as ensign in the Regular Navy.

The plan calls for selection of enlisted personnel who possess outstanding qualifications and a "sincere motivation" for a naval career. Complete details on this plan are contained in BuPers Inst. 1120.7A.

• **MONEY EXCHANGE** — Ships going to and from Far Eastern waters will welcome the news that green money may now be exchanged by returning officers for Military Payment Certificates (MPCs), or may be reconverted, at Pearl Harbor.

Under the old system, a ship on the way west had to wait until it reached a port in Japan before scrip could be procured. This sometimes caused considerable delay as the disbursing officer was required to make a trip from the ship, procure

the scrip ashore and then return to exchange it for the crew.

The new arrangement has made the Navy Regional Accounts Office in Pearl Harbor the source of supply and exchange for MPCs and will allow the ships to draw the scrip on their way to Japan, giving them plenty of time to exchange it aboard ship.

For ships returning to the U. S., the situation will also be improved. The disbursing officer may now wait until the ship is underway for Pearl Harbor before collecting unused scrip, then upon arrival in Pearl exchange it for "Green."

• **SERVICE OBLIGATION**—A film describing the service obligations of Navymen after their release from active duty is now available for use in Navy educational and general information programs.

The film, titled "Your Service Obligation" (FN 9269), explains briefly and illustrates clearly certain rather complicated legal elements of the Universal Military Training and Service Act of 1948 as amended and the Armed Forces Reserve Act of 1952.

Under the provisions of the Universal Military Training and Service Act of 1948, all men who were initially enlisted, inducted, or appointed in the Armed Forces after 19 Jun 1951, and were under 26 years of age when they went in, acquired an obligation to serve on active duty and inactive duty for a total of eight years regardless of any other terms of enlistment.

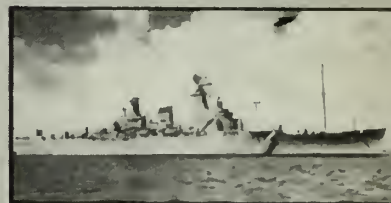
This law applies to all services, to both officers and enlisted men, to both Regulars and Reservists.

The Armed Forces Reserve Act of 1952 defines certain Reserve statuses and the obligations of men in the Reserves. The act also lists the eligibility rules for a man to transfer from one Reserve status to another.

The film was distributed in January and is available to all commands through the following sources: Naval District training aids sections and libraries; aviation film libraries; Naval Air Reserve training units; Marine Corps training aids libraries; Marine Corps Reserve and recruitment districts; Training aids library, Headquarters, Support Activities, Navy No. 3923; Training aids library, Navy No. 926; and Training aids library, Navy No. 961.

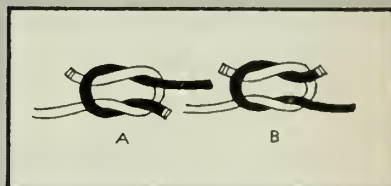
QUIZ AWEIGH

Allow a point for each correct answer and check your score. Super Salts should get six correct answers, Old Salts five, Young Salts four and Boots three or less.



1. Above is the Navy's new (a) Guided Missile Cruiser, (b) Tactical Command Ship, (c) Hunter Killer Ship.

2. She is (a) USS Norfolk, (b) USS Mitscher, (c) USS Northampton.



3. Can you tell the difference between the two knots above? Figure A is the (a) Granny Knot, (b) Square Knot, (c) Thief Knot.

4. Figure B is the (a) Square Knot, (b) Thief Knot, (c) Granny Knot.



5. One of the Navy's latest type planes is the (a) F9F-6 Cougar, (b) XF2Y-1 Sea Dart, (c) F7U-3 Cutlass.

6. This twin-jet fighter is built to do (a) air combat, (b) escort duties, (c) ground support duties.

ANSWERS TO QUIZ ON
PAGE 53



GALLONS of foam and water drench vessel's tank deck during drill. Disasters are prevented by repeated drills.

They Drill for Fire in Oilers

ONE of the Navy's best drill teams never takes the field or marches in a parade. Instead, its members operate on board fleet oilers, drilling night and day, ready to fight the sailor's deadly enemy, *fire*.

Crewmen of oilers participate regularly in a whole series of life-saving drills. They have their stations and they must know what's required of them during such drills as General Quarters, Fire, Abandon Ship and Man Overboard.

On warships the most serious battle cry is "General Quarters." However, in oilers the dread cry of "fire" has a special meaning to the crews—a gasoline fire can be just as instantly destructive in an oiler as an aerial bomb. That's why they devote a substantial part of their time to fire drill.

Typical of the many oilers (AOs) and gasoline tankers (AOGs) in operation today is *USS Genesee* (AOG 8), which operates out of Pearl Harbor. This ship carries 10 cargo tanks capable of carrying 650,000

gallons of gasoline and 42,000 gallons of oil—enough reason for her crew to be always on the alert.

Genesee's 10 tanks could be potential fire pits. To minimize the danger, *Genesee* is fitted with what is considered the newest and latest firefighting equipment. An automatic unit can instantly flood the fuel tank areas with liquid foam. Straddling the tank deck are 14 high velocity fog sprinklers, each equipped with two nozzle heads, and they cascade gallons of fog on the tanks in the event of fire.

In addition, the ship is equipped with 4420 feet of fire hose, 58 portable CO₂ extinguishers, 29 large cylinders of CO₂, 11 oxygen breathing apparatuses, 34 fire plugs, four chemical foam cylinders, 81 five-gallon cans of mechanical foam and two portable centrifugal fire pumps.

If the crew weren't familiar with all these fire-fighting items, the equipment would be useless. To counter this possibility, drills are held at any time of the day or night,

in port or at sea. Frequent drills ordered by the skipper build men into a precision team as crew members speed to their places in record time, ready for any emergency.

The familiar clang of the ship's bell routs the crew into action. It rings rapidly for five seconds, and is followed by either one, two or three swift strokes. One stroke means forward; two is amidships; and three strokes is the signal that the fire is aft. The word is passed on all circuits, and, within seconds, the ship is instantly protected. Each man knows his fire station, and the repetition of drills has molded him into a slick piece of coordination.

At the scene of the "fire," the executive officer takes charge, assisted by the first lieutenant. The OOD stands by the bridge; the gunnery officer stations his men by ready boxes and magazines, ready to move any explosives from the fire's vicinity. Division officers detail men to stand by all watertight doors and fire plugs.

Fire parties are organized into three sections: the section on watch remains at its post; the section just relieved races to the scene of the fire; the oncoming watch falls in at quarters as a standby section.

This constant drilling at all hours and in any situation paid off in one instance while *Genesee* was tied up in drydock. There was some welding work to be done in the after pump room and one of the crew members left to get an explosion meter, or "sniffer," to test the room before the welding began. (Working in oilers would be difficult without "sniffers"; they either confirm or deny any doubts about lingering gas fumes.)

The shipyard worker, not as experienced with oilers as the crewmen started working before the sailor returned. It was a couple of sniffs too soon.

After they put out the resulting fire, the sniffer gave a reading of four per cent. A reading between one and six per cent spells danger in any circumstance.

Two men were injured in the needless fire, but fortunately the crew was prepared to smother the flame before it blazed into a major tragedy.

Every man from the engine room "snipe" to the ship's yeoman must be familiar with fire fighting techniques aboard for just such emergencies. As a result all new crew members are required to attend fire fighting courses during their first months aboard.

Genesee sends her men to the Pearl Harbor Firefighter School where they learn the latest methods of fire fighting and get practical experience in quelling almost every known type of liquid blaze. With this training under their belt, they can take their places on the precision team when a fire drill sounds or the real thing occurs.

Though the crew smokes probably as much as any other group of mariners, they light up with reservation. The smoking lamp is out throughout the ship during any loading or off-loading operation. While the vessel is at sea, smoking is allowed in restricted areas.

New men who haven't acquired a respect for the ship's cargo learn fast. Soon after reporting aboard, one newcomer remembers that he lit up when he shouldn't have. "I got a lot of extra duty for that, which helped to get the ship painted.



SAFETY FIRST is byword at all times when ships take on fuel oil and gasoline. Here, gasoline tanker crewmen handle lines during a loading operation.

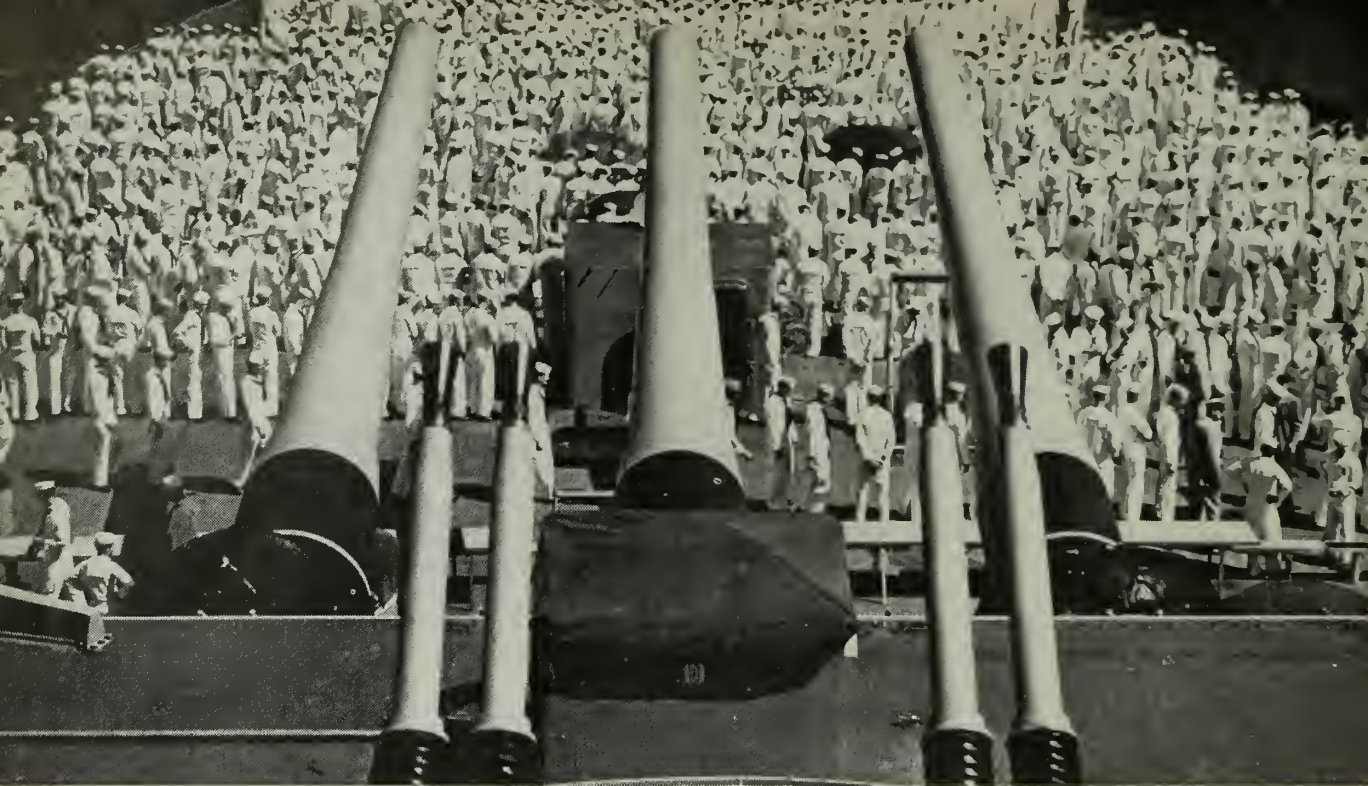
I painted all of it, practically, before working off the hours."

No one's afraid of 650,000 gallons of 100/130 aviation gasoline, yet no one is apt to ignore its violent potentialities. To play safe, therefore, galley fires are extinguished while loading or off-loading gas. Fans and ventilation are turned off. No one wears taps or exposed nails on his shoes, and no one carries matches while working on the tank deck.

This simple system of rules helps keep the AOs and AOGs prepared for emergencies, and busy on a 24-hour basis. *Genesee*, for example is one of the most active oilers in the Pacific. She's now steaming into her tenth year of service and, until a non-inflammable, non-combustible, non-explosive fuel appears, she'll continue to drill and improve on the rules for safety, while she transports possibly the most vital cargo of the armed services.

THEY'LL BE READY—Fire-fighting training teaches men how to fight boiler room fires, open gas flames and fires resulting from aircraft accidents.





MANPOWER—Strength of Navy rests in its men. Reservists on active and inactive duty play important role.

What Happens If I Join the Reserve?

"I've served my hitch," said Rudy Duggan, USN, not long ago, "and I've had enough. I'm my own man now, and I intend to stay that way. No Naval Reserve for me."

Today, he's not so sure.

Rudy represents a large number of young men who have recently received their discharge from the Navy and are now seriously considering their future. The hypothetical Rudy, for example, joined the Navy soon after he graduated from high school and now, free from the immediate prospect of further military service, is eager to resume his civilian life where he left it four years ago.

He isn't quite sure just what he wants to do. He'd like to take advantage of the GI Bill and complete his education. On the other hand, he'd like to get a job and earn some of the big money he'd heard about while in the Navy.

"Don't get me wrong," says Rudy. "I don't have any real complaint about the Navy. I sort of enjoyed it, but since I'm not planning to make the Navy my career, I couldn't help but feel that I was wasting my time."

"That's why I'm not so sure about the Reserves. It stands to reason that

if you're a Reservist, you'll be more likely to be recalled to active duty than if you had ended all connection with the Navy.

"If I get squared away on a decent job, or if I start going to school, I don't want to stop again just to serve another year or so on active

duty. If a shooting war came along, or if I felt I was really needed, that would be different. I'd volunteer for active duty in a minute. But I don't see what joining the Reserves now, has to do with that."

Rudy has sound ideas, but he doesn't have all his facts straight.

In the first place, since he has served four years of active duty and has been honorably discharged, he has no further military obligations at the present time. If he joins the Naval Reserve, he will be obligated for the terms of his enlistment (four years) *in the Naval Reserve*. No more, no less.

This will probably mean four years of inactive duty unless there is a national emergency. It is the present policy of the Navy Department that all naval personnel, either Regular or Reserve, who were separated from active military service (other than active duty for training or temporary active duty) since 25 Jun 1950 will not be involuntarily ordered to active duty under present conditions.

The situation is different for Rudy's friend, Joe. He waited too long and joined the Navy after



AIR RESERVISTS keep active. They can attend weekly training sessions, log in flying time, make cruises.

19 Jun 1951. This means that, after his discharge, he will be required to remain an additional four years, either in the Regular Navy or Naval Reserve, or a combination of both.

There's little possibility that Rudy will be called to active duty in the near future if he joins the Naval Reserve. In fact, because of limits set by service requirements and budgetary restrictions, chances are from fair to good that if he were to request active duty as a Reservist, his offer would be rejected. With certain exceptions, available billets for Naval Reservists are being reserved for officers and enlisted personnel who face induction by Selective Service.

The Navy's policy concerning involuntary active duty has changed several times since 25 Jun 1950, the day which marked the beginning of the invasion of South Korea. The end effects varied a great deal but the Navy's action was consistent—the needs of the service came first.

In this connection, it might be well to remember that, if a war or national emergency is declared in the future by Congress, *any* Reservist can be ordered to active duty until six months after the war or emergency ends. Even Retired Reservists can be ordered to active duty under such circumstances. This, however, is not a new provision.

"I've thought about the possibility of another war," nods Rudy, "and, to tell the truth, that's one of the reasons why I've been seriously considering the Naval Reserve. I don't



ENGINE ROOM machinery gets overhauled by two Naval Reservists on board an LCI. The vessel was assigned to a USNR unit for use in training program.

want to sound like a flag-waving patriot, but I figure that if I *do* get called up again, I want to know what the score is.

"There were a couple of fellows in our outfit who saw service in World War II and then never gave the Navy another thought from the time they got their discharges in '45 until they got their orders for the Korean business. Man, they were pathetic! Seems like everything they knew dated from the Great White Fleet.

"If I were ever to be called back again, I'd want to know my way

around. The only trouble is, I've gotten the impression that the Reserve is kindergarten stuff. If I'm going to put any *time* into it, I don't want any of that."

Again, Rudy's ideas are sound, but his information is not all that it should be.

As might be expected, training efficiency varies from one Naval Reserve Training Center to another, and from program to program. Some subjects lend themselves better to training than others.

Lack of space prevents a fuller discussion of details here but, in general, BuPers has an excellent, realistic training program set up and is trying to make it as effective as possible. However, the usefulness of any training center and program depends upon the caliber of the men responsible for its operation—in this case, principally the commanding officer and the training or education officer. For the most part they are hardworking and experienced men.

As a rule, Rudy will find that the officers and administrative personnel in his training center are remarkably similar to those he encountered while on active duty.

The reason is simple: A short time ago, these men were serving on active duty themselves. They have continued in the Naval Reserve for the same reasons that Rudy is now considering, a genuine affection for the Navy and a sincere belief in the importance of the Naval Reserve.



PARTICIPATION in weekly USNR drills enables Reservists like this QMSN to learn their jobs well. He's sending a message from signal bridge of DE.



TYPICAL of the many Naval Reserve Training Centers is this one located in Chicago. Note various types of training vessels tied up alongside pier.

Commissioned officers and petty officers alike, theirs is a hard, never-ending and apparently thankless job, with more hours devoted to Naval Reserve business than appear on the record. Rudy doesn't realize it at the moment, but it's highly probable that, within a short time after his enlistment in the Naval Reserve, he too, will become one of the men closely responsible for the effectiveness of his Naval Reserve unit.

If Rudy joins a pay unit, he will learn that, although the extra money is always handy, it soon becomes comparatively unimportant. He'll discover that men join the Naval Reserve for many reasons, but few join solely because of the money.

Many sign up because they don't want to sever completely their association with the Navy. They'd probably never admit it, but they like the spirit of comradeship connected with the service.

Others enlist because they follow much the same reasoning as that of Rudy; they want the extra training (it doesn't hurt them in their civilian vocation either). Others, because they think it's their duty. Others follow the example of their friends. At the moment, Rudy laughs at the idea of the retirement benefits, but as time goes on, he will consider this aspect of the Naval Reserve more seriously. After all, the retirement provisions offered by the Naval Reserve is a good deal.

Some like the idea of the two-week training duty. At first, they figure it would be fun to take time out as sea-going sailors again for a couple of weeks during the summer. On their first cruise they are abruptly

awakened to the fact that it isn't all play but after thinking it over for a while, the majority are all the more eager to repeat their experience the following year.

However, these men are in the minority in most training centers. Most Reservists today are in pay grades 1 and 2 and have enlisted for entirely different reasons.

Like Rudy when he graduated from high school, these youngsters know they face military service and training in one form or another. They prefer the Navy to the other services so at some time between the ages of 17 and 18½, they joined the Naval Reserve. (Those are the only ages in which an initial enlistment in the Naval Reserve is now accepted, and enlistments are limited). It means that they can request active duty with the Navy when they receive their orders for induction. Until that time comes, they are acquiring a naval background and preparing themselves for advancement in rate. At present, they will be required to serve not more than 24 months' active duty.

How will Rudy fit into the scheme of things if he decides to enlist in the Naval Reserve? What happens? Where will he stand?

"That's another thing that makes me hesitate," comments Rudy. "I've heard a lot of talk about a day's pay for a two-hour drill one night a week; but I don't know. It's all very nice and I could use the money to help pay for the car I bought with my mustering-out pay, but I'd never join the Reserve just for the money. I'd rather join an outfit I really liked and not get paid."

It's a good thing Rudy feels that

way about a pay unit. He may not find a billet in one. Because the demand is frequently greater than the supply, a recent policy has been established to make sure that these billets go to Reservists who are available for active duty.

"This change was introduced in order to meet the basic mobilization requirements within available funds," says BuPers. "It does not reflect nor anticipate any change in the international situation.

"In general, priority will be given to a qualified Ready Reservist who is serving under an agreement to remain in a Ready status for at least one year or is not yet eligible for transfer to a Standby status."

("Ready" and "Standby" are new terms used in the Naval Reserve. They serve to show relative vulnerability for recall to active duty. You'll find more details below concerning these terms.)

Here are the rules, in case you're interested. A Ready Reservist may be assigned to any billet as a replacement for a Reservist who:

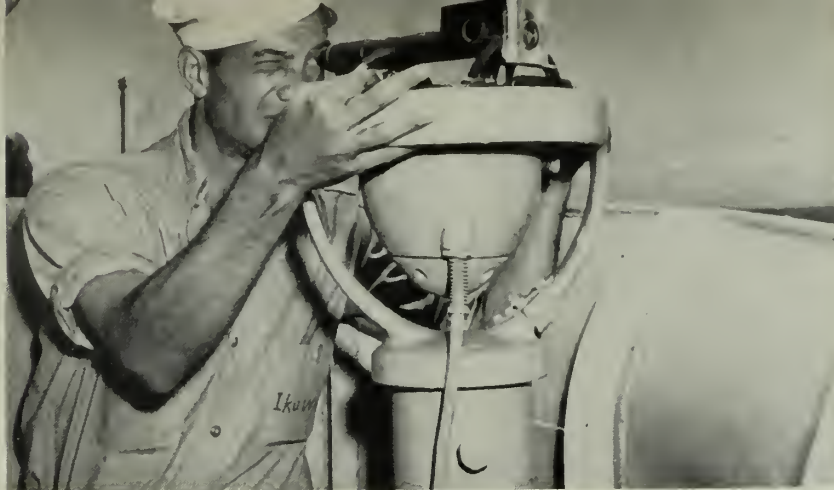
- Is a Standby Reservist who declines to transfer to a Ready status for at least one year, *or*
- Is a Ready Reservist who is eligible because of previous service for transfer to a Standby status and declines to agree to remain in a Ready status for at least one year, *or*
- Has four or more dependents, *or*
- Since 25 Jun 1950, has received a cancellation of orders to active duty because of hardship, dependents or occupation.

However, since Rudy can easily qualify as an instructor, he will probably find a billet in an associate pay or nonpay status.

What's the difference?

Any discussion of the Naval Reserve organization tends to sound technical and confusing, but at the possible risk of oversimplification, here's the general idea: A Naval Reserve unit is assigned a personnel allowance list of ratings allowed for training. Billets established by this list are known as "attached" billets.

In addition, if the commanding officer feels that individual might be of outstanding value to the unit in an administrative or instructional capacity, he may enroll a man like Rudy in an "associate" billet, either in a pay or non-pay status. Only some officers and enlisted personnel in pay grades E-7, E-6, E-5 and E-4 are



TAKING A BEARING—Reserve QMSN checks vessel's position. He'll relay his finding to chart room where QMC will plot position on navigational chart.

eligible, plus strikers for yeomen and personnel man ratings.

Incidentally, with the passage of the Armed Forces Reserve Act of 1952, the terms *pay* and *non-pay* have been substituted for *Organized* and *Volunteer* Reserve.

Since experienced men in any rating are in great demand, Rudy can be sure to be welcomed with open arms at any Naval Reserve Training Center he visits. If the quota of available billets in an "attached" or "associate" pay status is filled, Rudy will undoubtedly be placed in an associate non-pay status until a vacancy occurs.

"That brings up another point," says Rudy. "A lot of the fellows are confused between this Ready and Standby Reserve. I've heard all possible versions. What's the word?"

Most of the versions Rudy had heard regarding the Armed Forces Reserve Act and the Ready and Standby Reserves are wrong. The answers are comparatively simple:

In the first place, placement in the Ready and Standby Reserve determines only your vulnerability for recall to active duty. It has nothing to do with the extent of your participation in the Naval Reserve.

If you find yourself in the Ready Reserve, you may assume that you will be ordered to active duty before a man in a similar rating in the Standby Reserve. As in the past, orders to active duty will be based upon the needs of the service. If Rudy is a Standby Reservist at the time Congress declares a state of emergency or war, he will be vulnerable for active duty *after* all available ET3s in the Ready Reserve

have been ordered to active duty, even though some other ratings in the Ready Reserve have not yet been ordered to active duty.

The amount of participation required of a Naval Reservist varies. If, for example, you are placed in the Ready (or Standby) Reserve in the *active status pool* (i.e., not participating in a drilling unit—equivalent to what was formerly known as Class V-6), you will not be required to attend drills or participate in annual training duty.

On the other hand, if you are in a *drill pay status* in a pay unit, you will be required to attend drills and participate in annual training duty as long as you remain a member of your unit.

The number of drills required depends upon the program in which you are enrolled. If, for example, Rudy joins one type of unit, he will be required to attend 48 drills and participate in a two-week training cruise each year. In addition to the electronics program, these requirements have been established for the surface, submarine, aviation, NAVSECGRU, CBs, advanced base and selective service programs. Other programs schedule 12 to 24 drills each year. Two-week annual training duty is required of all members of pay units.

However, membership in a drilling unit, while advantageous to both the Navy and to you, is not compulsory; it can be only accomplished at your request.

"Good enough," says Rudy. "Now, let me see if I've got this straight: I don't have to join the Naval Reserve unless I want to. If I enlist for the

first time after 19 Jun 1951, I do have to—unless I want to reenlist in the Regular Navy.

"If I join the Reserve, it will be for four years. I probably won't be called to active duty, but no one can really say for sure. If I join a unit as an ET, I'll have to attend 48 drills a year and go on two-week training duty, and I may be an instructor. I may get paid, but not right away. If my personal affairs change so that I can't attend drills, I can drop out of the unit, but I'll still be a member of the Naval Reserve until my enlistment is up. If I serve satisfactorily in the Reserves for 16 years, plus the four years I've already put in with the Regular Navy, I'll be eligible for retirement when I'm 60. Is that right?"

There's more to it than that, but generally speaking, Rudy is right.

"It's worth thinking about. I'm still a little concerned about this active duty business. It seems to me that a Reservist is just asking for trouble if a war comes along. He gets called to active duty and the fellow who served in the Navy at the same time he did, but didn't join the Reserves, isn't recalled. That doesn't seem right."

Stop and think a minute, Rudy. If the country really needs his services, what makes you think he won't be recalled? And who will be in a better position in one, five or ten years from now, you or the other fellow?

RESERVIST gets instruction on radar equipment. Electronics training is an important part of USNR program.





The Ghost Ship of Kwajalein

A letter sent some time ago to ALL HANDS from a veteran Navyman helped bring to light a story that should qualify as one of the weirdest tales of World War II.

"Our ship, *uss Sumner* (AGS 5)," says the letter from Bill Frederick, HMC, USN, "was anchored in a harbor (I believe it was at Makin Island) with a number of other vessels—auxiliaries, a hospital ship, a cruiser or two and others.

"All hands were at general quarters because we had just been alerted for a possible Japanese air attack.

"Suddenly, it happened. A dark object rose slowly out of the water off our port beam, between us and another ship. We all held our breath. We were sure it was a Japanese submarine—until it rose high enough so we could tell it was some sort of cargo vessel.

"She stayed on the surface for about half an hour, I believe, then dropped beneath the surface again.

"For weeks afterwards on fore-castle bull sessions we tossed back and forth our ideas of what could actually have happened. Some said it was a Japanese merchantman that had been previously sunk. Others said it was nothing of the kind, just a sort of mass hypnosis on the part of a bunch of sailors who were under

wartime strain and confused by the moonlight.

"Whatever it was, though, I think it was the closest thing to the 'Flying Dutchman' ever seen in the Pacific. Have you ever heard the story and do you have any explanation for it?"

At the time we received this letter, we hadn't heard of the incident. However, research into some dusty files and some wartime memories gradually filled in the rest of the story. Here it is:

In March of 1944 *uss Sumner* (AGS 5) was a prosaic hydrographic survey ship. She was a workhorse that preceded the big task forces into proposed harbor areas, poking and probing the underwater areas for any underwater obstructions.

At each new harbor, the ship's crew would drag a wire cable across the anchorage area at about 45 feet under the surface to make sure there was plenty of clearance for the deep-draft battleships and carriers.

It wasn't exciting work. The crew fought heat, boredom, and crowding thoughts of home and liberty.

That's the way it was that day in March. Full moon bathed the long line of ships anchored in the harbor at Kwajalein. Occasionally, patches of cloud blocked off the moonlight,

leaving momentary shadows that spread like a drawn curtain across the harbor.

Sumner and the fleet of ships seeking sanctuary in the harbor were swinging in a long line abreast on anchor cables that hung listlessly down through their hawsepipes. Their bows pointed in military precision at the ribbon of white beach that made a line between blue water and the darker black of the island's bomb-blasted foliage.

It was nearly midnight, not a hard time to remember. Jap air attacks had consistently used this particular time for their daily attacks.

Aboard *Sumner* the crew stood tense at battle stations searching out the moon for the shadow of Jap planes crossing its bright lit path. All was quiet. The preliminary hush of expectancy. A period of waiting; a bit longer than usual—the Japs were late.

A nervous auxiliary ship swept the water between *Sumner* and itself with a searchlight mounted high on her bridge. Suddenly a finger of yellow light picked out a black blot on the water. The light swept on—then returned! There was something there.

Steel masts were slowly rising above the surface of the harbor. At

their gun stations on *Sumner* and the nearby ships, men stiffened; others lying near stacked ammunition came rigidly to their feet. Was it a Jap submarine? If so they were in a tight spot. The heavier rifles necessary to sink her before she could get off any torpedoes could never depress that low. Besides, there was the danger to other ships anchored close aboard.

Slowly upright steel frames took shape beneath trailing ribbons of seaweed.

The long deck of a ship rose out of the water. No sub—it was too big for that. But what was it?

Seconds dragged by like hours. The moon, which had been blanketed by a passing cloud, suddenly shone through, etching in bright relief the guy wires that hung askew from the masts and stack.

She looked like a merchant ship!

Her decks were completely out of the water now.

But no ghostly crew member came to her rail to shout a challenge to the men of *Sumner*. No sound disturbed the quiet that had fallen over *Sumner* herself. Nothing but the sound of water pouring from the scuppers and down the rust-streaked sides of the looming hulk.

For half an hour she lay that way, a passive visitor in the long line of fighting ships and auxiliaries. Occasionally, she seemed to move with the tide, surging back and forth. Then, gently and quietly, she began to settle stern first back into her watery grave. A few minutes more and she was gone.

Incidentally, there was no air attack that night.

That's the story, as reconstructed from the facts available. Further verification can be found in the Deck

Log of *uss Sumner* of that date which carries a dutiful entry to the effect that "an object was seen to rise out of the water . . . and settle back again."

What caused it to happen?

The best explanation, one of several plausible theories put forward by experts in underwater salvage work and naval research, is that a small Japanese supply vessel, carrying a load of oxygen and acetylene cylinders, had come to the surface as the result of buoyancy produced by pockets of acetylene and oxygen, which had leaked from the bottles stored in her holds. Once on the surface the gas pockets supporting her had leaked off and the ship had settled back to her watery grave. However, as far as is known, no diver has ever probed the bottom of Kwaj harbor to find out for certain. —Howard Dewey, ENC (SS), USN.

Strange Case of the Mascot from the Ship Without a Crew

Navy men have a reputation for picking up mascots in odd places and under unusual circumstances but one of the strangest cases to turn up is the story of how an ammunition ship came to adopt a crew member of a "ghost ship."

While *uss Wrangell* (AE 12) was participating in a Mediterranean exercise last year, one of her lookouts sighted a fishing vessel floundering helplessly in heavy seas with a distress signal fluttering from its mainmast. Bringing the ammo ship to a complete stop, *Wrangell's* skipper ordered a five-man detail to leave the ship and investigate.

Upon its barren deck, men of *Wrangell* found no sign of life—at first. Near one of the cabins lay a dead man. By his side was a dog—half-starved, but still alive.

Examination revealed that the

corpse had been dead for about 10 days, but the cause of the death could not be determined pending further medical investigation. Whether or not other crew members had served on the ghost ship also was unknown.

After *Wrangell's* boarding party had made a report of their findings to the commanding officer, it was decided that the "ghost ship" should be towed to the nearest port for detailed investigation. However, because of quarantine regulations, neither the corpse nor the dog could be removed from the vessel.

Leaving behind a good supply of food and water for the dog, *Wrangell* took the derelict in tow and began slowly making its way toward the nearest port. The ghost ship, however, was destined never to see land again. It soon began

taking on water and sank suddenly before aid could be given.

The dog, however, seemed to have a charmed life. As the fishing boat went down, personnel of *Wrangell* sighted the pooch struggling in the rough seas.

Immediately the ship's skipper ordered the dog to be rescued. *Wrangell* had to cruise the area for about an hour until the heavy seas subsided and a boat could be put over the side to rescue it.

Later, after the dog was inoculated against infection and rabies by a veterinarian, it was unanimously adopted as the ship's mascot. To pick a name for the new addition, the crew held a contest. The winning monicker was "Sam." Now "Sam" is a permanent member of *Wrangell's* crew.—Joseph J. Brazan, JO1, USN, ServLant.





SEA-GOING TRAFFIC COPS—Three harbor defense craft streak for outskirts of Tokyo Bay to relieve sister craft.

'Pocket Fleet' Keeps Busy on Many Jobs

LOTS of yarns are told about the Navy's "big boys"—the carriers and battleships—and the "small boys"—such as destroyers and DDEs. But you seldom hear about the "pocket-size fleet"—the boats, gigs and other small craft which have a job to do and do it well.

Throughout hundreds of inland ports, channels and other waterways—and even on the high seas—small boats still prove their worth. While some of their jobs have been taken over by the versatile helicopter, there is still plenty for small boat seafarers to do.

Take, for example, the sea-going traffic cops or Harbor Defense Patrol, stationed at Yokosuka, Japan.

The Patrol's primary duty is to prevent sneak attacks and sabotage by keeping close watch for unidenti-

fied submarines and small boats. But they also direct traffic in the various harbors.

The Harbor Defense Unit employs some 14 picket boats. The boats are equipped with twin diesel engines and are capable of carrying twin 50-caliber machine guns, four depth charges and four smoke pots.

The patrols are divided into several categories and receive their orders from the Yokosuka Harbor Entrance Control Post. The inner shore patrol, which stretches all the way from Yokosuka Harbor to Tokyo Bay, commences at 1800 nightly and secures at 0600 the next morning. This is one of the busiest patrols, since a constant lookout must be kept for security violators and small fishing craft.

An inner-range patrol runs as a

24-hour detail. It operates inside the net line of Yokosuka Harbor and keeps the Harbor Entrance Control Post informed of harbor conditions. The inner-range patrol also assists in regulating the flow of traffic into the harbor.

Traveling at a speed of about 19 knots, the patrols cover an area of approximately eight miles. When typhoon warnings send other ships to safer waters, the patrol unit stays on the job, checking on Japanese fishing boats, controlling traffic. More than once, they have saved fishermen whose tiny craft had gone under.

The picket boats are manned by three enlisted men and one Japanese sailor who acts as an interpreter for the crew.

To maintain the high degree of

BOAT POOL is home for many craft at Ford Island, where small boats daily service the needs of a busy port.



efficiency of the patrol force, the Harbor Defense Unit, Yokosuka, conducts classes three times a week in *Rules of the Road*, seamanship, damage control, radio procedure, compass and chart reading.

Another example of small craft at work is the unit known as the "Boat Pool Navy." Nearly every large naval activity, whether it's an air station, submarine or naval base has a boat pool.

Typical of the many boat pool's throughout the Navy is the one at NAS Ford Island, Pearl Harbor. Here, more than a dozen small craft are operated by personnel from Fleet Air Hawaii.

Since Ford Island sits in the middle of Pearl Harbor, the boat pool small craft form a strong communication link between the island and the mainland.

Included in the functions of the unit are such jobs as hauling supplies from the mainland, maintaining harbor aircraft buoys, transporting personnel to and from the island, handling the harbor patrol, guiding seaplane take-offs and landings and even helping to tow an occasional seaplane back to base after it has made a forced landing at sea.

At the boathouse, in addition to the small craft berthing facilities, a special room is set up for training. Compasses, knot boards, boat manuals and numerous other training devices are available to improve seamanship.

Besides the training spaces, the boathouse also has workrooms, storerooms and bunking areas for the sailors.

Many of the seamen and boatswain's mates were originally Navy airmen. Since this boat pool is a fleet air activity, the men are selected from the air station to fill allowances.

These "pocket fleet" sailors not only learn the old tricks of sailing and boat-handling—from knot-tying to weighing anchor but are given opportunities to work on the complicated engines which power their craft.

The "harnessing" of atomic energy and other technological advances have brought about big changes in the Navy through the years. It's a safe bet, however, that the "pocket fleet"—the small boats—indispensable as they are to successful operations in port and coastal areas, will be around for a long time.

APRIL 1954



CREW of captain's gig prepare their boat for Saturday morning inspection. 'Gigs' are but one form of small craft making up the Navy's 'pocket fleet.'



SMALL BOAT sailors work on 225-horsepower engine—power plant of harbor defense craft. Below: Motor launches head for shore with liberty-bound EMs.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE XV-1 CONVERTIPLANE, the first U. S. military aircraft of its type, has been developed for the Army and Air Force. The Convertiplane embodies a completely new concept of flight—the “unloaded rotor” principle—in which a machine is equipped with a rotor for vertical flight and wings and propeller for forward flight.

Evaluation of possible applications of the principle to larger aircraft will be the primary function of the new craft. Studies will also be made on the tactical military use of the plane for reconnaissance and other related missions. The first actual flight is not expected to take place for several months.

The craft is approximately 30 feet long, 10 feet high and spans 26 feet in width. Each of the three blades of the rotor is powered by a pressure jet unit located at the tip of the blade. A reciprocating engine is provided on the fuselage aft to supply air to the jet units during vertical flight and power to the propeller during forward flight.

The enormous power available from the pressure jets allows the use of a rotor having approximately half the drag of a conventional helicopter rotor. Since the wings do not have to provide any lift during takeoff or landing, they are about half the size of the wings for conventional fixed-wing aircraft.

The Convertiplane is designed to carry three passengers, or two litter patients and a medical attendant, in addition to the pilot.

★ ★ ★

COMBAT CONTROL TEAMS—new Air Force units that mark drop zones for parachute delivery of men and supplies—have become an integral part of the Tactical Air Command's troop carrier operations.

Six Combat Control units have been established at three of TAC's 18th Air Force bases since the Air Force assumed the “pathfinder” mission from the Army in January 1953. Twelve of these specialized teams have been authorized.

The Air Force men in these teams are basically



UNIQUE XV-1 Convertiplane is equipped with rotor for vertical flight, wings and propeller for forward flight.

communications-trained personnel who, after receiving “jump” training at an Army parachute school, are assigned to TAC's troop carrier air force for intensive training in marking techniques, use of radio guidance equipment and weather observation and control.

These 14-man teams drop ahead of the troop carriers to mark a drop zone with recognition panels, smoke and special communications equipment for guiding aircraft.

★ ★ ★

A NEW VERSION OF THE “C” RATION, the Army's widely known packaged meal for combat troops, has been developed by the Army Quartermaster Corps. The ration will include eight new food items.

On the basis of field reports and food preferences expressed by combat soldiers, the Quartermaster Food and Container Institute at Chicago, Ill., has developed the following new items which will be included in the revised ration: Beef and peas with gravy, chop suey with meat, ham and potatoes, fruit cake, pound cake, oatmeal cookies, soup and gravy base and soluble tea.

Tests of all the food items in the revised ration, available in six different menus, have shown high acceptability. In addition to the eight new components, the improved ration includes such typical items as canned fruits, meats, soluble coffee, powdered milk and candy.



OVER THE SIDE go Army engineers as they test new Coldbar clothing. Right: PFC E. Droko floats in plastic suit, designed for bad weather, cold water.



Items such as cigarettes and gum are also retained in the ration, which will be packed in a flatter, more rectangular package, to make for easier carrying and handling by troops in the field.

Procurement of nearly two and a half million of the new "C" ration is now underway with delivery dates expected to begin this May.

★ ★ ★

A 750-PER-HOUR ROCKET SLED that simulates problems encountered in bailing out of supersonic airplanes is being tested by the Air Force.

The tests, now using dummies, will be followed by tests using human volunteers. First tests are being run at comparatively slower speeds; the supersonic speed ranges are the objective of later test runs.

Men who ride the sled will travel faster than man has ever before moved on the ground. Each will be strapped in a chair that will rotate him head over heels 180 times per minute, exposing him to the same air blast that would be experienced by a pilot ejected suddenly from a supersonic airplane.

The purpose of the experiments is to provide a reliable method of testing advanced survival methods of protective equipment for crews of supersonic military airplanes. Still to be determined are the "thresholds" of reasoning, consciousness, and memory of crewmembers ejected from a plane traveling faster than the speed of sound.

The equipment consists of two sleds—a test vehicle and a propulsion vehicle. Speds up to 750 mph are provided by twelve 4500-pound-thrust rockets. The test vehicle is pushed up to the desired speed and then allowed to coast. It is braked by a scoop moving through a trough of water under the track.

★ ★ ★

EXERCISE "FLASH BURN," an Army field training maneuver to take place during April and May is scheduled to utilize for the first time in a field exercise the big 280mm gun, the "Honest John" heavy field artillery rocket, and the Army's ground-to-ground guided missile, the "Corporal."

Important training aspects of the exercise will include defense against enemy air attack, the tactical use of atomic weapons, land mine warfare and defense against chemical, biological, and radiological warfare.

Scheduled to take place in the Fort Bragg-Camp Mackall, N. C., area, the maneuver is designed to train Army units in offensive and defensive operations. Approximately 60,000 Army personnel, made up of a "U.S. Force" as well as an "Aggressor Force," will take part.

Airborne operations will play a prominent part in "Flash Burn." The 82nd Airborne Division will be parachuted into "Aggressor" territory and the 37th Infantry Division will be airlanded in the same area in a reinforcement role, moving from its home station at Camp Polk, La. Army helicopters will be used for deployment of combat troops, supply missions and for medical evacuation.

Army observation planes will also participate. Tactical air support, aerial resupply, and troop carrier missions will be provided by aircraft of the Air Forces Tactical Air Command.

C-124 AERIAL DELIVERY—A new method to parachute heavy equipment to forward area troops has been devised for the C-124, the Air Force's largest production cargo aircraft.

Designed primarily to transport troops, the C-124's tactical use has been greatly increased by the new cargo delivery system. Briefly, the new system employs a pair of rails, a chain drive, and specially-designed pallets to move the cargo out of the aircraft quickly. The entire delivery system weighs 2800 pounds.

This is how it works: The C-124 is loaded with three previously-packed pallets, which are winched onto the tracks and into the aircraft through the nose doors. A hook on the bottom of the pallet then engages the chain drive, and the pallets and cargo are tied down.

When the aircraft approaches the drop area, the tie-downs are removed and the after doors in the bottom of the aircraft are opened. At the desired time, the chain drive is started and the cargo is pulled back to the open door and allowed to fall out of the aircraft. Each 100-foot parachute will support 3000 pounds. Since the capacity of each pallet is 18,000 pounds, as many as six parachutes might be used for any one pallet. Combined allowable weight of cargo which each C-124 can carry for parachute delivery is 40,000 pounds.

A typical three-part load that might be dropped to forward ground troops would be a truck or prime mover, a gun and ammunition, each on individual platforms.



PORTABLE assault-type bridge is Army's latest for crossing short gaps. M-47 tank pushes bridge into place.



NEW division-type fixed bridge is made of aluminum. A 75-foot length can be manually erected in 45 minutes.

LETTERS TO THE EDITOR

Saluting Colors in Your Own Ship

SIR: In the following situation what is the correct procedure?

A ship is moored to the pier. Directly forward is another ship. When Colors are sounded, should the men on the forecable of the first ship face aft and render honors to their own Colors or should they face forward and render honors to the Colors of the ship forward of them because they can be plainly seen?—R. N. K., RM1, USN.

• There appears to be no definite answer contained in any publication relative to rendering the salute at "Colors" to another ship's ensign.

It is considered that all personnel topside should salute their own ensign at "Colors" no matter where the vessel is located. The ship is an entity in itself and all personnel on board should observe "Colors" in the same manner.

If personnel on the forecable of a vessel were to salute another ship's ensign, the variation in timing the ceremony between the ships could result in certain groups of personnel saluting while others on the same ship had terminated the ceremony. Accordingly, in the interest of uniformity and smartness of appearance all personnel should face aft and salute their own ensign. —ED.

Job Counseling

SIR: I will be returning to inactive duty in April, and am planning to go to college under the G.I. Bill next fall. However, I would like to work up until the time of enrollment in September. I understand the Veterans Administration has a service which helps veterans to get jobs. Is this right? If so, how do I go about getting it?—M. C. B., SK2, USNR.

• Job counseling and placement services, administered by the local offices of the State Employment Service in cooperation with the Veterans Employment Service, are furnished to help veterans choose and find jobs. This assistance includes preference in referral to employment for honorably discharged veterans and special preference in referral for disabled veterans. In addition, employment counseling and testing are offered to help veterans decide what type of work they are most suited for.

You may apply for this service at your local office of the State Employment Service. Present your Report of Separation (Form DD 214) together with your social security card if you have one.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Are Uniforms a Deductible Tax Item?

SIR: I am writing for a group of midshipmen and have a question concerning the cost of uniforms and the uniform allowance in regard to income tax. As midshipmen we do not have a uniform allowance, but we are required to purchase our uniforms from our monthly base pay. In reporting our income tax, can we deduct the cost of uniforms as do airline pilots, policemen, etc.? Also can we deduct the cost of alterations, cleaning, and maintenance of uniforms?—H. R. H., MIDN, USN.

• The cost of uniforms, as such, are not deductible for Federal income tax purposes. The items of uniform, which are deductible, however, are all items of insignia of rank and corps including gold lace and devices on the uniform coat, black braid, collar devices, shoulder marks, chin straps, cap devices and the cost of campaign bars and swords.

The expense of altering braid and devices on uniforms and equipment upon change of rank is also deductible but not laundry, cleaning, repairs, depreciation or alteration of the uniform itself.—ED.

Crew for USS Forrestal

SIR: When will USS Forrestal (CVA 59) be commissioned and when will her crew be assembled?—E. D. W., CS1, USN.

• The date for the assembly of enlisted personnel of the pre-commissioning detail of Forrestal has not been set. At the present time, in the interest of insuring maximum permanency of personnel in the Fleet, new construction ships are manned by personnel available to the Chief of Naval Personnel for assignment from general detail, schools, shore duty surveys, etc. Accordingly, a waiting list will not be maintained and requests for new construction from personnel not otherwise due for reassignment are not desired by BuPers. However, one possibility is for you to make new construction one of your duty preferences on the Shore Duty Survey List.—ED.

Training POs in Military Factors

SIR: I've noticed that in some locales the Air Force has started what it calls "Non-Commissioned Officers' Academies." The purpose of the schools, as I understand it, is to instruct the top three pay grades in military tactics and sciences; in the proper standing of military duties as senior rated personnel; and in the extent as well as the limitations of their authority.

Why couldn't the Navy adopt a program similar to this whereby as soon as a man makes second class he could be sent to school and given a complete checkout on the various military factors required of a petty officer?

After graduation from a school of this type he would be a more confident petty officer, more efficient, and would give his seniors more reason to have confidence in him. Soon the first and second class petty officers would again be known as petty officers rather than "overpaid seamen" as they are today.

It has been stated that the peacetime petty officer is trained to be the wartime officer. It seems to me that this school would be an ideal step in that direction. Send them to this school, train them and treat them as non-commissioned officers and possible gentlemen.—H. L. S., TD1, USN.

• There is no easy road to effective leadership and the Navy does not believe that establishment of an NCO Academy would necessarily solve all the problems in connection with training for petty officer line duties.

Your letter does bring out today's need for increased emphasis on training for petty officers in their line military duties. During the post-World War II period, with its shortages of rated personnel, the emphasis in training has, at times, been concentrated on technical or professional qualifications. But recently it has begun to swing back and much has been accomplished in the area of leadership for petty officers, even while maintaining a high level of training in professional qualifications.

In addition to training courses in leadership, which are available to all, the curricula for all advanced schools now include instruction in leadership. Another source of leadership training lies in the three Instructor Schools which are maintained by BuPers at Norfolk, Great Lakes and San Diego. In addition to providing training in the techniques of teaching, these schools place great emphasis on good human relations, one of the cardinal principles of leadership.

These programs might be considered "formal training" in leadership. In addition, there exists an excellent opportunity for petty officers to receive practical training and experience in leadership through instructor duty at Recruit Training Commands. There is a continuing need for recruit training instructors and the opportunity for experience in practical leadership is almost limitless within a Recruit Training Command, where petty officer instructors are charged with the responsibility for the indoctrination of enlisted men and women first coming into the Navy.

There is no immediate plan in BuPers for the establishment of the kind of formal training program you refer to in your letter. Through the Navy-wide examination system, which includes military factors, it is believed that the best potential petty officers are being selected for advancement. Further training for the men and women so selected must come through practical, living experience in the Navy, under the careful guidance of senior petty officers and experienced commissioned officers.—Ed.

Armed Forces Reserve Medal

Sir: I would like to know whether the Armed Forces Reserve Medal can be received for accumulated service in two reserve components of the armed forces? For instance, if a man spent four years of satisfactory federal service in the USMCR, USCGR, or USAFR and then completed six more years of satisfactory federal service in the USNR within a period of 12 consecutive years, can he be awarded the medal?—C. M. W., SN, USNR.

• Reserve personnel of any of the Armed Forces who complete 10 years of honorable service within a period of 12 consecutive years are eligible for the Armed Forces Reserve Medal provided they do not include the period for which the Naval Reserve Medal has been awarded.—Ed.

Certificates of Completion of Courses

Sir: There have been several cases where the completion certificates for Enlisted Correspondence Courses have not been received by our ship in time for a man to be eligible to take the advancement in rating test. Is it possible to average all the successfully completed assignment sheets and assign a tentative final mark so that a man can be eligible for advancement in rating? If so, can an entry be made on page four of the enlisted service record based on this mark?—G. A. D., ADC, USN.

• Enlisted personnel desiring to prepare for advancement in rating examinations by the completion of Enlisted Correspondence Courses should enroll early enough to ensure receipt of their completion certificates before



REAL GONE CAT—Tom K. Fathoms, RC3, USN, enjoys a cat-nap while off duty. Fathoms is mascot of USS Maury (AGS 16), hydrographic survey vessel.

the deadline for certification for the examination.

In the event that a completion certificate is not received in time for certification for the examination, the division officer may give the individual a locally prepared test to determine whether the man has completed the Navy Training Course and is ready for the advancement in rating examination. Such tests will serve as the basis for a page-four entry in the service record which provides a summary of in-service training, advancement in rating, and other training history.

Averaging the successfully completed assignments of an incompleting correspondence course, however, is not acceptable for an entry on page four.—Ed.

Losing Right to Wear Gold Stripes

Sir: Can you settle a problem for me? A Navyman has 12 years' good conduct service which entitles him to wear gold rating badge and service stripes. If he subsequently disqualifies himself for another Good Conduct clasp by getting conduct marks lower than 2.5, does he lose the right to wear gold?—D. C. G., QMC, USN.

• In accordance with Art. 1202.6 (d) of Uniform Regulations "... Having once acquired the right to wear gold lace service stripes, that right continues throughout the duration of an enlisted person's service unless, in an enlistment subsequent to the one in which the right is established, he fails to qualify for a Navy Good Conduct Medal, in which case the right to wear gold stripes shall be terminated ..." Therefore, in the case you cite he would lose the right to wear his gold service stripes.—Ed.

On Advancement, for RCs Only

Sir: I am a Rat Catcher Third Class assigned to duty in USS Maury (AGS 16). My problem is this. Since there is no work aboard for my rating, how can I get advanced to RC2?—T. K. F., RC3, USN (c).

• Well, cat, we think you're the most. We understand that your rating is going out in this New Navy, and suggest you change to DC (dog catcher, not damage controlman) or FS, food sampler (in the catsup department).

Here's how to figure your multiple for the fleet-wide examinations: Multiply your time at sea in months by the number of rats you've caught on shore. Subtract from that the hours you've been away from the ship on fantail liberty. To this add the number of times per day you "inspect" the galley. Divide by the number of times you've manned your special sea detail station. To this sum, add the number of sea buoys you've passed during the current cruise. Then divide by the number of captain's inspections you've stood, subtract the number of sea stories you've told the shore-side cats, and multiply by the number of times the ship sailed on the day your watch had liberty.

Your practical factors can be handled by a test in mousing a hook, knotting a cat's-paw, rigging a cathead, chipping and painting a catwalk, operating a catapult and computing a catenary.

Military factors will include feeding the kitty, proper hours for taking a cat nap or catnip, and, for second class or higher only, standing dog watches.

We hope this will enable you to pass your test.—Ed.



WHAT IS THIS SHIP? Chances are you'll guess wrong the first time. A converted LST, she is now a Navy barracks ship—USS Mercer (APB 39).

Failing Physical for Promotion

SIR: I was temporarily retired with 100 per cent physical disability on 1 Sep 1952 after six months in the hospital with minimal tuberculosis. While I was in the hospital the Navy Department Bulletin came out containing BuPers Circular Letter 56-52 which promoted me to full lieutenant effective 1 Apr 1952. I was not physically qualified at that time but since then my disability has completely cleared up. I am now scheduled for my first physical under temporary retirement status and feel sure that I will pass. If I do, can I return to active duty at the grade of lieutenant?—C. I. D., LTJG, USNR.

• In the event you are determined to be physically qualified to perform the duties of your rank as a result of the findings on a periodic physical examination, to which you will be required to submit, you will be ordered before a Physical Evaluation Board. If the Physical Evaluation Board recommends a finding of "fit for duty" and the Secretary of the Navy approves this action, you will, subject to your consent, be reappointed in the U. S. Naval Reserve. This reappointment will be in a rank not lower than that rank permanently held at the time of placement on the Temporary Disability Retired List, and may be in the rank immediately above the rank permanently held subject to the opportunities for advancement and promotion to which you might reasonably have been entitled had you not been on the Temporary Disability Retired List.

The Bureau of Naval Personnel Circular Letter 56-52 contained the au-

thority for your temporary promotion to the grade of lieutenant; however, you were specifically excluded from that authority since you were not physically qualified to accept the promotion. Therefore, no authority exists for your appointment to the grade of lieutenant.

Since you were selected for the rank of lieutenant, it appears that upon being found physically qualified to perform the duties of your rank and if reappointed a lieutenant (junior grade) in the Naval Reserve, you may then be issued an authority for appointment to the rank of lieutenant, on your request, providing you qualify under the promotion laws in effect at that time. Your recall to active duty will be governed entirely by the needs of the service at the time of your reappointment. Your date of rank, if reappointed and advanced to lieutenant, will be contained in the authority granting such advancement.—ED.

Changing Schools Under G. I. Bill

SIR: I plan to go to college under the GI bill after my discharge and wonder what the regulations are about changing schools? My plan is to attend a junior college for two years and then shift to a regular college for the last two years. Can I do it this way?—W. A. C., YN3, USN.

• You may. However, be sure that the schools are approved by the Veterans Administration and that they know and approve of your intended change of schools at the completion of your period of training at the junior college. The details can be worked out when you make application for the G.I. Bill after discharge.—ED.

Eligibility for G.I. Loan

SIR: I would like some information regarding my eligibility for a G.I. home loan.

On 1 Jul 1943 I reported for active duty as apprentice seaman, V-12, USNR. On 20 Oct 1945 I was commissioned as Ensign, USNR from the NROTC unit at the University of Texas. While in the V-12 program I remained an apprentice seaman. In 1946 I was given what amounted to an administrative discharge, although I was not given any discharge certificate, for the purpose of accepting a USN commission.

Is there any way that I can qualify for a G.I. home loan? If so, what papers are required by the Veterans Administration and where may I obtain them?—E. C. C., LT, USN.

• One of the basic eligibility requirements for the loan guaranty provisions of both the World War II and Korean G.I. Bill is that you must have been discharged or released to inactive duty under conditions other than dishonorable.

Since you have not been discharged or released to inactive duty from any period of service, you will not be eligible for the loan guaranty benefit until such time as you are discharged or released to inactive duty.

The documents required for a G.I. loan by the Veterans Administration are a Discharge Certificate with a DD form 214, "Report of Separation from the Armed Forces of the United States," or a Certificate of Satisfactory Service with a NavPers 553 (this form was superseded by the DD form 214).—ED.

Quarterly Marks in Seamanship

SIR: Does either a seaman (SN) or seaman apprentice (SA) require a quarterly mark in Seamanship?

BuPers manual states in part: "Seamanship—Required for all personnel of all rates in the following occupational groups, including seamen and seaman apprentices: Group I, Deck; Group II, Ordnance.

My interpretation of the above is that all seamen and seaman apprentices require a quarterly mark unless they are carrying a designated striker's symbol such as PNSN or YNSN. Am I right?—J. V. B., YN1, USN.

• Your interpretation of Article C-7821(7) (b), BuPers Manual is considered correct. SAs and SNs should be assigned quarterly marks in seamanship. Identified strikers are not normally assigned seamanship marks unless they are strikers for ratings within occupational Groups I or II.

Article C-7821(1) of BuPers Manual



specifically states that the instructions contained therein are issued as a guide to insure uniformity. Full discretion is left to commanding officers to make exceptions to suit unusual cases.—Ed.

Is It 'AWOL' or 'AOL'?

SIR: Could you tell me whether "AOL" and "AWOL" are official abbreviations that may be used in rough deck log, and if so, where I might find the authorization for their use?—P. J. S., QM1, USN.

• "AWOL" is the best standard abbreviation for an entry of unauthorized absence in the deck log. This abbreviation includes all unauthorized absence as defined by Articles 85 and 86 of the Uniform Code of Military Justice. It is also found in the Navy Comptroller Manual, Vol IV as the abbreviation for all unauthorized absence.

There are several sample entries in the Watch Officer's Guide, Chapter IV, that will give you an example of the use of "AWOL" in the deck log.

There is no distinction between "absence over liberty (or leave)" and "absence without leave." Both are considered, and logged, as "absent without leave."—Ed.

Early Release

SIR: All branches of the armed forces are separating personnel quite a long time before their normal expiration date, or, in the case of Reservists, releasing them before their tour of active duty is completed. Why not the U. S. Navy?—G. J. B., YNSN, USN.

• No parallel can be drawn between the policies and procedures implemented by the different services in assigning and releasing personnel in view of the wide divergence of their respective missions. Accordingly, to apply the instructions promulgated by any other service for early separation of personnel to the separation of Navy enlisted personnel would not be practicable.

Under BuPers Notice 1910 of 22 May 1953, however, the separation dates of both Regular Navy and Naval Reserve enlisted personnel eligible for separation through 31 Aug 1954 have been advanced two months.

The primary purpose of this program is to phase out some of the anticipated losses of personnel in the fiscal year 1955 into fiscal 1954. This objective will have been fulfilled on 31 Aug 1954 and there is no action pending to advance the separation dates of personnel becoming eligible for separation after that date.

As a related matter of interest, in view of the Navy's continuing requirements for experienced and competent personnel, an over-all reduction in the term of Regular Navy enlistments is not now contemplated.—Ed.



QUARTERMASTER of the watch keeps chronological record of events, as they occur, in quartermaster's notebook.

Quartermaster's Notebook

SIR: Are there any standard rules for entries in the quartermaster's notebook aboard a commissioned vessel of the Navy? A question has arisen on the subject and the only information I can find is in the training course Quartermaster 3 and 2. Where else could I find rules that would apply?

I would also like to know the official legal significance of the quartermaster's notebook as compared to the deck log, rough or smooth.—D. D. S., QM1 (SS), USN.

• Articles 1034 through 1040, Navy Regulations, 1948, contain the basic requirements with respect to the matters and events which should be included in the quartermaster's notebook and the deck log and should answer all your questions.

As for the legal angle, both the quartermaster's notebook and the rough deck log are "records of original entry" and may be introduced in evidence to prove the happening of events. If there were to be any distinction between the value as evidence of these two records in litigated matters, such as in an admiralty collision case, the quartermaster's notebook would be given greater weight, since it normally contains the first entry made after the happening of an event.—Ed.

Appointment to WO

SIR: I am interested in applying for warrant officer and would like to get some information on references concerning applications and requirements.

I have over eight years service, am 26 years of age and am a first class petty officer.—S.N.M.N., MM1, USN.

• Applications or special recommendations for appointment to warrant grade are not solicited since Petty Of-

ficer Evaluation Sheets (NavPers 1339) and individual service records are used in making selections.

The last selection board for appointment to warrant grade (W-1) was convened during April-July 1952 and all regular Navy and Naval Reserve chief petty officers and petty officers first class on active duty, who had at least six years' naval service and had not reached their 35th birthday on 1 Jan 1952, were eligible for consideration. Personnel recommended by this board were placed on an eligibility list from which appointments are made as warrant officer vacancies occur.—Ed.

Ship's Stores Purchases

SIR: Can you tell me if all sales in ship's stores, both ashore and afloat are final?

To be more specific, suppose I buy a watch and after a few days it gives out on me. Would my money be refunded, a replacement given me, the original repaired or what?—E. B. B., RMC, USN.

• All sales in Ship's Stores afloat and ashore are final. If merchandise is defective, the Supply Officer should be notified. He will return the item to the manufacturer for repair or appropriate adjustment. The Ship's Stores cannot guarantee the items sold; the manufacturer does. Since Navy Exchanges are operated with non-appropriated funds, defective items may be returned within 30 days.—Ed.

Guided Missile School

SIR: I would like to know if it is possible to attend Guided Missiles school and if it is possible to change my rate to GS?—S. G. G., FT2, USN.

• There are three Guided Missiles schools at present, located at Jackson-



Guided
Missileman



Aviation
Guided Missileman

ville, Fla., Pomona, Calif., and Dam Neck, Va. The Bureau of Naval Personnel selects students for the schools.

Conversions to the new Guided Missiles ratings, GS and GF, are expected to occur early this year from ratings who have had former guided missiles training and experience. However, the operation, maintenance and repair of guided missiles external control equipment are expected to become part of the FC and FT qualifications. It is not presently planned to permit enrollment of FT personnel in Guided Missiles Schools for the purpose of converting to Guided Missilemen ratings.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

★ ★ ★

• *52nd Seabees*—The seventh annual reunion will be held 30, 31 July and 1 August at the Markham Hotel, Gulfport, Miss. Further information may be obtained from J. I. Johnson, P. O. Box 822, Gulfport, Miss.

• *uss Gleaves (DD 423)*—The third annual reunion will be held 16 October in Hotel Diplomat, New York. For further information contact F. W. Norton, 876 62nd St., Brooklyn 20, N. Y.

• *U. S. Naval Academy*—The class of 1934 is planning its 20th anniversary

reunion at the Naval Academy during Alumni Weekend, 24 and 25 September. Members of the class are requested to contact R. P. Harbold, 129 Spa View Avenue, Annapolis, Md.

• *uss Edwards (DD 619)*—Men who served in this ship during World War II and are interested in a reunion this summer, contact F. H. Mann, 5220 Vincent Avenue South, Minneapolis, Minn.

• *uss Trippe (DD 403)*—Men who served in this ship during World War II and are interested in a reunion in New York or vicinity during May or June, contact J. C. McDonald, Room 209, Hdq. 5th Naval District, Naval Base, Norfolk, Va.

• *uss ABSD-2*—A reunion of all officers and enlisted men who served aboard has been set for 30 Apr 1954. A place has not yet been selected, but further information may be had by

writing to Ray Ferrara, 3970 51st St., Woodside 77, N. Y.

• *Patrol Bombing Squadron (VPB-209)*—Former members who served in this squadron from commissioning to de-commissioning and are interested in holding a reunion, with time and place to be decided, contact E. W. Winkler, 4359 F St. S.E., Washington, D. C., or J. D. Poole, 705 Quincy St. N.E., Washington, D. C.

• *uss Eldorado (AGC 11)*—Information regarding a forthcoming reunion of former members of this ship may be had by writing Charles Ruzic, 6421 South Honore St., Chicago 36, Ill.

• *uss Langley (CVL 27)*—All ship and air group officers attached to *Langley* during World War II are invited to attend the reunion to be held in New York City, 8, 9 May. Details may be obtained from J. Monsarrat, 380 Madison Ave., New York 17, N. Y.

Navy Ships Named for Women

SIR: Some of the crewmen were discussing what ships are named after and we came to destroyers. One man insists that there is one DD named after a woman. Is this correct?—W. C. S., BM3, USN.

• It sure is.

Two warships—a modern destroyer and a Civil War sidewheeler—and five transports have been named for women. The first U. S. "combatant" vessel ever named after a woman was *uss Harriet Lane*. This vessel was named for the niece of President John Buchanan. *Harriet Lane* was a 619-ton side wheeler with four guns. She was transferred to the U. S. Navy from the Treasury Department in 1861.

The only other combatant ship ever named for a woman is the *uss Higbee (DDR 806)*—a converted DD—named

for *Lenah S. Higbee*, Superintendent of *Navy Nurses* during World War I.

Here are the transports—*uss Dorothea Dix (AP 67)* is named for the American philanthropist and Superintendent of Nurses during the Civil War. *uss Elizabeth C. Stanton (AP 69)* is named after the early American leader in women's rights. *uss Florence Nightingale (AP 70)* is named after the famed nurse of the Crimean War. *uss Lyon (AP 71)* is named for Mary Lyon, who founded Mount Holyoke Seminary for women (now known as Mount Holyoke College) at a time when women weren't allowed to attend most colleges. *uss Susan B. Anthony (AP 72)* is named for the "Mother of American Woman Suffrage."

Higbee is still in commission but the five transports are in the Reserve Fleet.—Ed.

Completion of College

SIR: Does the Navy have a program whereby those men needing only a few units of college work to get a degree are sent to college on a temporary duty basis until they complete their studies?—E. C. D., LT, USN.

• There is no established Navy training program whereby naval personnel can be sent to a civilian college for the purpose of completing their education and obtaining a bachelor's degree.—Ed.

Square-Rigged Uniform

SIR: While serving in *uss Maryland (BB 46)* in 1938-39, we had a seaman 1/c who was authorized to wear the square-rigged (CPO) uniform with black buttons and a USN hat emblem. I believe the man was a barber. Could you verify this for me as I have told this story several times and everyone thinks I'm the world's champion liar.—R. A. L., BMC, USN.

• The uniform which you describe was authorized for cooks and stewards until the end of 1949. In the old days, stewards sometimes did some barbering on the side, especially on small ships which seldom had full-time barbers. So your story is quite reasonable. You can rest on your oars.—Ed.

Good Conduct Medal

SIR: I enlisted in the Regular Navy in August 1943 and was discharged on 10 June 1945 to attend the Naval Academy. Am I entitled to wear the Good Conduct Medal for the 22 months I served as an enlisted man?—W. C. H., LTJG, USN.

• You are not entitled to the Good Conduct Medal as you did not complete three years of continuous active duty as an enlisted man.—Ed.



USS HIGBEE (DDR 806) is only Navy 'combatant' vessel ever to be named after a woman. Five transport ships have been named for women, however.

Wearing Insignia of Other Services

SIR: Prior to enlistment in the Navy, I served as a pilot in the Air Force with the rank of Second Lieutenant. I earned my wings by completing pilot training and they were never revoked. Am I qualified to wear my wings on the Navy uniform?—H. M., QM1, usn.

• No. The word on this is Article 1203.2(b) of Uniform Regulations which states that "Qualification badges and insignia, including aviation insignia of other services or nations, cannot be worn on the naval uniform."—Ed.

Precedence of USN, USNR Officers

SIR: In the October 1953 issue, ALL HANDS published an article concerning precedence of officers of the Naval Reserve in relation to officers of the Regular Navy. It was stated that date of rank in grade is the primary factor in determining precedence. In view of Articles H-1503 and H-1504, BuPers Manual, I fail to agree with your method of determining precedence between USNR and USN officers. I would appreciate any information you can give me.—J. D. C. Jr., LT, usn.

• Public Law 210 (81st Congress) amended the Officer Personnel Act of 1947 in such a manner that relative precedence between Regular and Reserve officers is determined in the manner outlined in the October 1953 issue of ALL HANDS (page 52), with date of rank in grade being the primary factor.

Section 304(o) of the Officer Personnel Act of 1947 as amended reads as follows: "Officers of the Line and Staff Corps of the Naval Reserve assigned to active duty subsequent to the date of establishment of the lineal list as prescribed in sub-sections (a) and (i) of this section, shall be placed on the appropriate lineal list, and in such grade shall take precedence among

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

uss Wichita (CA 45) — The Navy Department has recently received a number of copies of the World War II souvenir book of uss Wichita. Crewmembers of this ship desiring copies of the book may obtain them, at no cost, by directing their request to the Navy Department, Chief of Naval Personnel (Attn: Pers G 15), Washington 25, D. C.

themselves and with officers of the same grade of the regular Navy in accordance with the dates of rank as stated in their commissions."

Articles H-1503 and H-1504, BuPers Manual, therefore, are incorrect in regard to the one-half time credit for service provision, and a change to these articles is in preparation.—Ed.

NROTC Officers Qualifying for CEC

SIR: BuPers Instruction 1520.5A of 24 Feb 1953 states that contract NROTC graduates are eligible for commissions as Ensign (CEC), USNR. What type of schooling would be required of an ensign upon commissioning in the Civil Engineer Corps? Would an extension of obligated service be required for such schooling?—R. E. S., LT, usn.

• Upon commissioning in the Civil Engineer Corps, NROTC students are assigned to CEC Officer School, Port

Hueneme, Calif., for the basic eight-week course. The objective of this course is to prepare the newly commissioned officer for his future assignments. The course consists of four main parts: (1) Administration, (2) Shore Establishment, (3) Specialized Engineering and (4) Military Subjects.

There is no extension in the obligated service required for CEC officer School. After completion of the course the officer is assigned to duty with one of the CEC activities, the location of which is determined primarily by the needs of the service and, secondarily, by his own choice.

These assignments can be any of the following: Continental U. S. assignment with a Public Works Department at a naval activity, or Assistant Resident Officer in Charge of Construction operating out of a District Public Works Office; overseas construction assignment with a Mobile Construction Battalion, Construction Battalion Detachment, an Amphibious Construction Battalion, or overseas staff assignment with a Public Works Department or an Officer-in-Charge of Construction.—Ed.

Training Courses for Radarmen

SIR: Is the present RD1 and RDC Training Course book being revised to conform with the more recently issued publications and will a correspondence course for RDC ever be available?—T. J. S., RD1, usn.

• The Radarmen 1 and C Navy Training Course, NavPers 10147, will be brought up to date with more recently issued publications when it is next reprinted. Reprinting is currently scheduled for this year.

Since this Navy Training Course must be classified, there are no present plans for preparing a correspondence course for RDC or RD1.—Ed.

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Airborne Invaders Forecast Weather

THERE is a bunch of puffed up characters whose activities have a lot of influence on what Navy men do—both on their liberty time and during working hours—yet they are unknown to all but a few Navy men.

These characters may influence the skipper of your ship to change course; warn an aviator to stay on the ground; or chase a seaman below decks. It's even possible that one of the bunch may force a sailor to stay aboard rather than take liberty.

Before you start turning red in the face or run to request mast, take a closer look at this assorted crew. They have Latin names, but they aren't native to any one country. In-



stead, they are classified more as citizens of the world, moving at will without the fuss of passports or visas.

You may run into a collection of these characters in the Pacific, and at the same time a quartermaster in the Mediterranean may be recording their visit. They are modern, traveling entirely by air; yet remain old fashioned in appearance, looking exactly as they have for centuries.

By this time you have probably deduced that the subject of this article is clouds. While you can be sure your commanding officer isn't going to advocate your walking around with your head in the clouds while you stumble over a line or bitt, it wouldn't hurt to keep your eyes peeled upward once in a while to take a close reading on the clouds.

A knowledge of the clouds and what they bring in the way of weather may help you plan the next day's working schedule or an off-duty picnic. Should you find your-

self adrift in a small boat you may be able to get an indication of the direction of land from a certain kind of cloud that hovers over land masses. Clouds can also give you an indication of whether the seas will be rough or smooth.

Before getting down to an identification of clouds and some methods of foretelling the weather, it's best you find out exactly what a cloud is.

If you've ever been caught in a sudden thunderstorm and received a good wetting down, you've probably got a good idea of what clouds are made of, and what's more you are very close to correct. A cloud is made up of water, although not water as you would usually think of it. It is in a foggy state or, in some cases, ice particles.

One easy way to demonstrate the make-up of a cloud is to step into a shower room. With the hot water going full speed, you'll notice condensed steam collecting in the air. A cloud is very similar.

Webster's dictionary gives a good workable definition: "Cloud—a visible assemblage of particles of water or ice, formed by the condensation of vapor in the air; a fog or mist or haze suspended, generally at a considerable height, in the air."

From this definition you can see that clouds are formed of either water vapor or ice particles. High clouds are composed of the ice particles; low and medium clouds are composed of water vapor.

Where do clouds come from? It's pretty obvious everyone doesn't leave his shower running day in and day out—so there must be some other source for all this water vapor that

finds its way into these huge rovers of the sky.

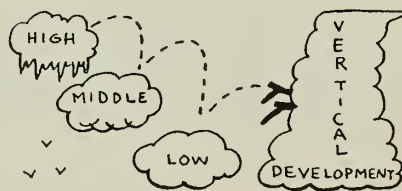
One of the best examples of a cloud-making method is one which takes place over an island during the daytime. In the warmer seasons the land becomes warm from the overhead sun and in turn heats up the air directly above the island. The heat causes the air to expand and become less dense.

Since it becomes lighter as it expands and gets less dense the cooler air over the sea moves in, pushing the lighter air upwards. This rising air current continues to ascend and eventually cools to the dewpoint or the temperature where water vapor condenses. When this happens the condensed water vapor becomes visible. This process, going on all day, will result in huge, towering clouds which will often locate a land mass for the sailor.

While this isn't the only method of cloud formation, it serves to point out the primary principle involved in the process. Clouds result chiefly from ascending air currents which cool as they rise until the point of condensation is reached and a cloud becomes visible.

As a cloud forms it takes on the characteristics of one of the four cloud families, which have been acknowledged by weather men the world over. They are broken down as follows: High, Middle, Low, and Vertical Development families.

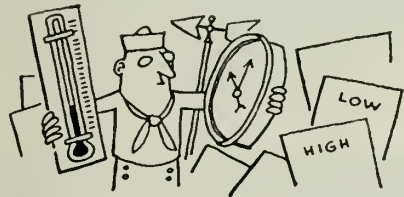
The High family is further broken down into three principal clouds, *Cirrus*, *Cirrocumulus* and *Cirrostratus*. Don't let the Latin names scare you. They are used merely to make the identification of clouds standard throughout the world. Later in the article you will find a breakdown explaining how you can recognize each one and what kind of weather it can bring. Getting back to the High clouds, they are found at altitudes usually over 20,000 feet and are composed of ice crystals.



There are two clouds in the Middle family — *Alto*cumulus and *Alto*stratus. Ranging at altitudes between 6500 and 20,000 feet, these clouds are usually composed of water vapor, although the higher ones have a tendency toward ice particles.

From the ground up, to an approximate height of 6500 feet is the domain of the Low family, made up of *Strato*cumulus, *Stratus* and *Nimbo*stratus. These are all made up of water vapor.

Clouds that have a flat base and tower up into the sky are in the Vertical Development family. The two members of this family are *Cumulus* and *Cumulonimbus*. These big characters have their base in the



stamping grounds of the low clouds, while their tops often poke into the area of the High family. Usually they are composed of water vapor but the tops turn into ice particles when they near 20,000 feet.

You have probably noticed that all 10 members of the four families have the words "Cirrus," "Cumulus," or "Stratus" in their titles, combined with either the word "Alto" or "Nimbus." Cirrus, Cumulus and Stratus are the three basic forms of all clouds while Alto, meaning "high," and Nimbus, meaning "rain," are descriptive terms used to aid in their classification.

Here are the main identification features of the 10 principal kinds of clouds and a brief description of the kind of weather they often bring with them.

The "High" Family

• *Cirrus*: Small, wispy clouds that assume brilliant colors at sunrise and sunset, Cirrus are generally fair weather clouds. If, however, they are followed by lower and thicker clouds they are often the forerunner

of rain or snow.

• *Cirrocumulus*: Found in patches or small flakes without shading. Cirrocumulus is often referred to as "mackerel sky" and can be likened to the ripples in sand at the seashore. These are also fair weather clouds usually but, like Cirrus, they can mean trouble when followed by lower and thicker clouds.

• *Cirrostratus*: A sheet of high, thin clouds that give the sun a milky appearance and which form a halo around either the sun or moon. Cirrostratus, if it thickens and drops, is usually a sign of the approach of a weather disturbance with rain, snow and wind.

The "Middle" Family

• *Altostratus*: Producing a grey or bluish veil across the sky, with no accompanying halo effect, Altostratus make the sun appear as though it were shining through a ground glass. When they grow increasingly dark in the west these clouds mean bad weather.

• *Alto*cumulus: Occurring in small, isolated patches or parallel bands, Alto cumulus may bring light showers but unless joined by other and bigger clouds will not bring any prolonged bad weather.

The "Low" Family

• *Strato*cumulus: Coming across the sky as a continuous sheet composed of rounded masses or rolls with soft, gray upper portions and a dark base, Strato cumulus often form in the vicinity of thunderstorms and indicates changing weather.

• *Stratus*: Uniform clouds of indefinite shape, which would be classed as fog if it were on the ground, Stratus give the sky a hazy appearance and are often a sign of fair weather to follow if they clear away when the sun comes up. When they don't clear they may bring light drizzles or snow flurries.

• *Nimbostratus*: The real rain clouds of the bunch, Nimbostratus are similar to Stratus only much thicker. They are dark and their bases appear ragged and wet. They may bring a steady rain or snow.



The "Vertical Development" Family

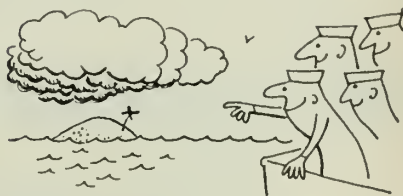
• *Cumulus*: Dense clouds with vertical development, Cumulus appear in small patches and never cover the entire sky. They have a dome shaped upper surface and a flat base. These are the best known "fair weather" clouds when they are alone in the sky, however they sometimes merge with stratocumulus or alto cumulus before a storm.

• *Cumulonimbus*: Heavy masses of clouds with great vertical development, the top of Cumulonimbus often reach as high as the Cirrus clouds. Here the top of these clouds becomes anvil shaped and their bases turn dark. These are the traditional thunderheads and bring rain or hail.

By referring to the center spread you can get an idea of what these clouds look like under ideal photographic conditions, and also methods used to identify them on weather maps and charts.

One thing to keep in mind is that any of these clouds found by themselves will not generally indicate a prolonged period of bad weather. It is usually when they join with a collection of other clouds that trouble is on the way.

These collections of clouds are found in either warm or cold fronts.



A cold front forms when a surge of cold air from the north invades the region of warm air to the south. Conversely a *warm front* forms with a surge of warm air from the south

0	1	2	3	4	5	6	7	8	9
no clouds	one-tenth	two or three-tenths	four-tenths	five-tenths	six-tenths	seven or eight-tenths	nine tenths	completely covered	sky obscured

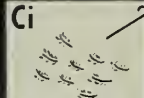
CLOUD COVERAGE symbols of official weather code are used for recording percentage of sky covered by clouds.



CLOUD FORMS AND SYMBOLS

The symbols shown below at the left are those used by weather men all over the world. The cloud pictures are

HIGH



"FEATHERY CLOUDS"

Often seen during fair weather.

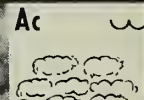
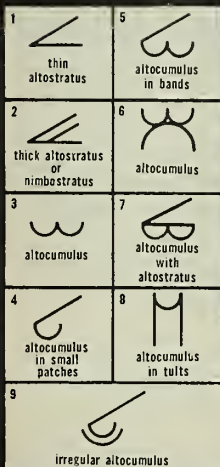
At times serve as first visible indication of approaching storm.

CIRRUS clouds are observed at very great altitudes and owe their fibrous and feathery appearance to the fact that they are composed entirely of ice crystals. Although the word "cirrus" derives from the Latin for "curl" or "lock," the clouds are found in varied forms including curved wisps, featherlike plumes, isolated tufts, and thin lines. Because of their height, they color before other clouds at sunrise and remain lighted after sunset.



CIRROCUMULUS are similar to cirrus clouds but are cotton-like masses arranged in groups or lines which at times have the appearance of rippled sand on the seashore. One variety of cumulus is commonly known as the "mackerel sky" because in which the pattern resembles the scales on the back of a mackerel. The harder and grayer variety, often indicate foul weather.

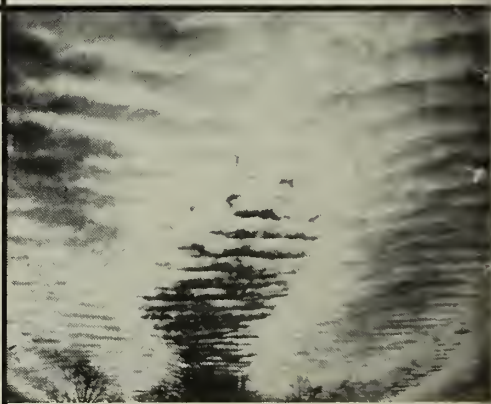
MIDDLE



"SHEEP BACKS"

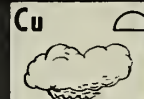
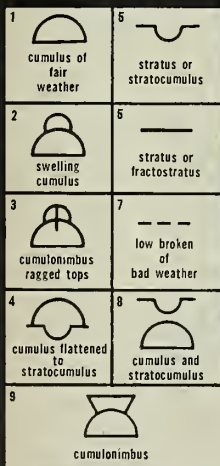
If this formation precedes lower cumulus clouds look for thundery weather.

ALTOCUMULUS clouds (known as "sheep backs") are a layer of large, ball-like masses often so close together that the edges touch. They are often mistaken for an unbroken layer of stratocumulus. While the balls or patches may vary in thickness and color—from dazzling white to dark gray—they are more or less regularly arranged and distinct. They differ from cirrocumulus cloudlets in that they show distinct shadowed portions.



ALTOCUMULUS—in "bands" or "long rolls"—are shown in a form of this cloud type having big roll clouds separated by blue sky. The rolls appear to be joined together near the horizon of the effect of perspective. These regular parallel bands differ from the "mackerel sky" in that it is found in large masses and is not composed of ice crystals like the higher clouds.

LOW



"WOOLPACK"

This type generally seen in fine weather.

Turbulence increases as thickness increases.

CUMULUS clouds pictured above are the small, fluffy, "fair weather type." The various types of clouds in the cumulus family are defined according to the extent of their vertical development—the height to which warm moist air is being raised by updrafts within them. It is the presence of these updrafts which makes flying near or in cumulus clouds "bumpy" and sometimes dangerous. Note little vertical development.



STRATOCUMULUS clouds shown above are the final product of changes in cumulus clouds. They vary greatly in altitude. At times this type also appears as roll-shaped masses which are seen from above as can be composed of long parallel rolls. (Such rolls are good evidence of wind direction at their level because they form an eddy or vorticity waves at approximate right angles to the wind direction.)

LS FOR THE NAVYMAN



are the most frequent types observed but there are specific cloud types for each of the code symbols shown.

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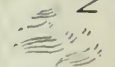


"HALO
PRODUCING"

Bad weather
approaching
if these
clouds
thicken and
change to
altostratus.

CIRROSTRATUS covers the sky with a thin whitish veil. The cloud layer is not sufficiently dense to obscure or blur the outlines of the sun or moon. However, the ice crystals of which the cloud is composed, refract the light which passes through them in such a way that a ring known as a "halo" forms around the sun or moon. Cirrostratus clouds which follow after cirrus may be an indication of approach of low-pressure area.

Ci



"MARES'
TAILS"

This type
appearing
after cirrus
and
followed by
thickening
lower clouds,
increases
probability of
rain within
24 hrs.

CIRRUS and cirrostratus. "Mare's tails" is the popular name given to well-defined cirrus clouds that thicken into cirrostratus, and then gradually lowering into water droplet altostratus. The clouds may resemble a mare's tail and may often be the forerunner of a storm as indicated in the old rhyme: "Mackerel sky and mare's tails, make tall ships carry law sails." The more brush-like the cirrus, the stronger the wind at that level.

As
Ns

"THICK GRAY
CURTAIN"

Continuous
rain or
snow may
follow
thickening
altostratus
in a few
hours.

ALTOSTRATUS clouds have the appearance of a gray or bluish, fibrous veil or sheet which is sufficiently dense so that the sun and moon generally appear as they would through ground glass. There is no "halo" as usually seen through cirrostratus but a similar phenomena called a "corona" may be observed. The low ragged "scud" or NIMBOSTRATUS "rain clouds" that form under altostratus clouds grow denser and lower as rain falls.

Ac



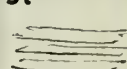
"CASTLES
IN THE AIR"

Often
short-lived,
making
only a
brief
appearance.

Frequently
precede
thunderstorms.

ALTOCUMULUS. These "castles in the air" are visible proof of the great altitude to which rising currents in the atmosphere often extend. Generally arranged in a line and resting on one horizontal base, they give the impression of turrets on a castle. These turreted tops look like miniature cumulus clouds and possess considerable depth as well great length. These clouds usually indicate a change to chaotic, and thundery skies.

St



"LAYERS
OR
SHEETS"

Stratus
often
produce
a fine
drizzle
or mist.

STRATUS formations are low horizontal, uniform layers of clouds. Strong winds sometimes break them up into irregular fragments or shreds called FRACTOSTRATUS. A veil of true stratus gives the sky a hazy appearance. Because of their thickness, stratus appear dark to sailors and landmen, but look white to aviators. Clouds of stratus family are called "low stratus" if their base is below 1,000 ft. and "fog" when on the ground.

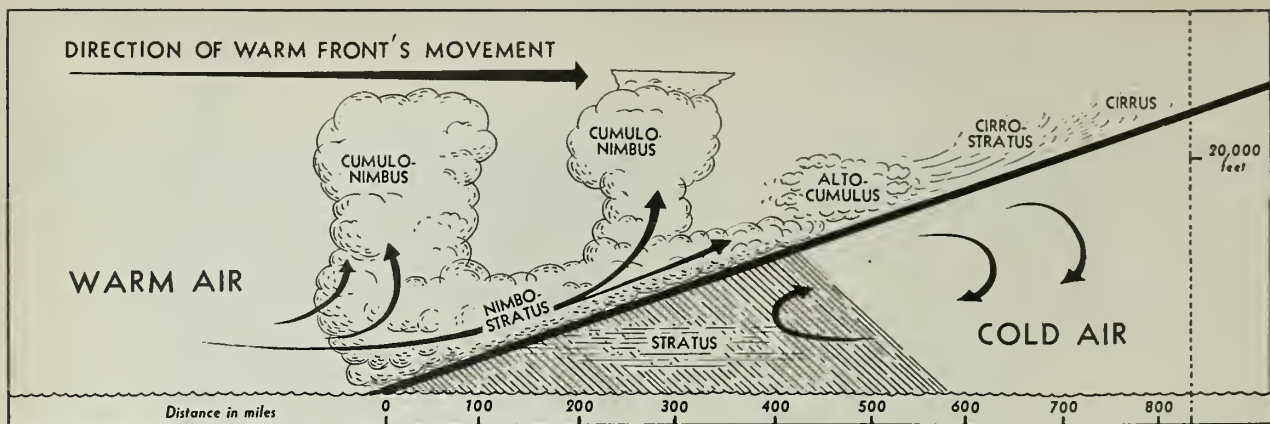
Cb



"THUNDER
HEAD"

This is
the signpost
of turbulent,
bumpy air,
with
thunder,
lightning,
snow in
upper levels,
hail and
heavy rain.

CUMULONIMBUS "thunderheads" or "showerclouds" are heavy masses of clouds rising in mountainous towers to great heights. The upper parts consist of ice crystals and often spread out in the shape of an anvil. The base is horizontal, but as showers occur it lowers and becomes ragged. The onvil of this giant cloud is so high that it can be seen many miles away long before the base becomes visible. A regular "cloud factory."

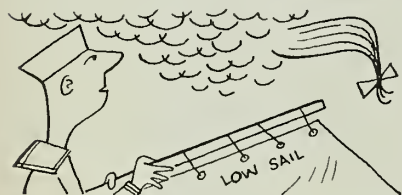


WARM FRONT is the leading edge of an advancing warm air mass which is displacing cold air. Cross-section shows cloud forms following in succession—a prophetic sign of approaching low pressure area and precipitation.

invading the region of cold air in the north. In both cases extensive cloud formations can be observed.

Each of these fronts has its own variety of bad weather but the real storms occur where the warm front tangles with a cold front.

The warm fronts are the easiest to



spot. They have very distinctive cloud formations as they approach, which are as good as sign posts to the sailor at sea or ashore.

The first indication of a warm front will be high Cirrus clouds appearing in parallel bands. These are the advance scouts and are followed shortly by an overcast of Cirrostratus clouds which throw a halo around

UNUSUAL pouch-like formation, called *mammatus*, is rarely seen. When you do see it, look for bad weather.



the moon or sun. Following these and making almost a solid band across the skies, are Altostratus and Alto-cumulus. The latter (when following Cirrus and Cirrostratus) are a sure sign of bad weather.

From that point on, things really get rolling. The clouds get closer and thicker. The lower-level clouds merge into Stratus, which may reach the ground and the big guns of the invasion, Nimbostratus or Cumulonimbus move into position, bringing rain, snow or showers, depending on the season.

Cold fronts don't give as much warning as the warm ones. The first indication of the actual approach of a cold front may be a bank of threatening Altocumulus clouds appearing on the western horizon. This is the leading edge of the front. These may soon give way to Stratus, then Strato-cumulus, and when the front has moved directly over head, Cumulonimbus with accompanying low Stratus. As the front approaches, fog, rain, snow or thunder showers begin increasing in intensity and then give way to heavy rain or snow.

The examples cited above are the usual sequence of weather elements which accompany a warm or cold front; but they cannot be applied to every warm and cold front. Many times the clouds will come in a slightly different sequence or in some cases, all at the same time. However, any time you see several of the steps develop you can make a pretty good guess at what's coming.

The really prolonged bad weather comes where a warm front and cold front meet. When this happens the warm air "comes out on top" every time. Since the warm air is not so

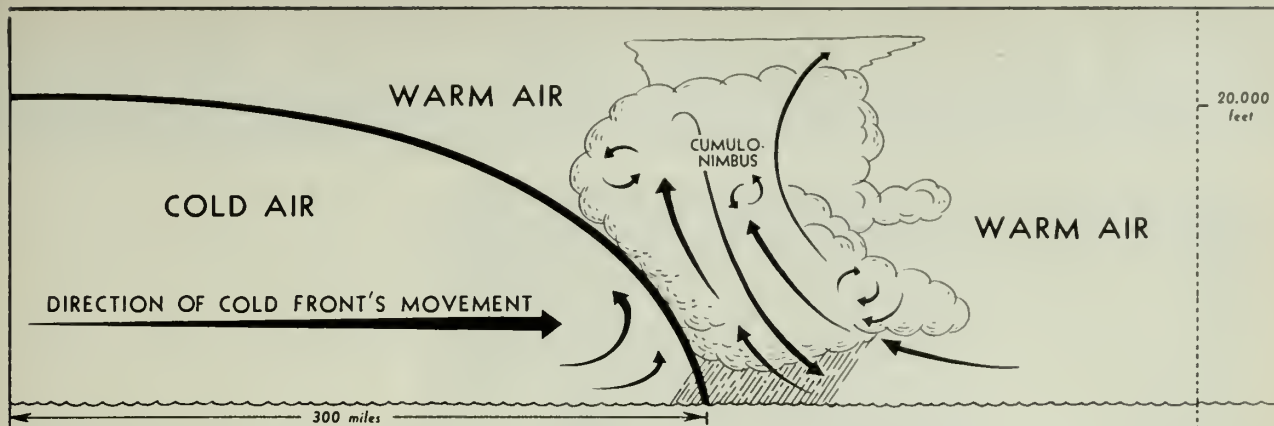
dense as the cold air, the warm air slides up over the cold air. The quick cooling of the warm air as it gains altitude causes the great variations in the weather and the extensive cloud formations. Any type of precipitation, depending on the season, can be expected, plus strong winds.



With the information you've picked up so far, you are in a good spot to stand on the fantail and take your guess at the weather along with the best of the amateurs. There are of course, many other ways to read the weather. A barometer's action, the wind, the temperature and humidity, plus a knowledge of the movements of high and low pressure centers are some, but these all require more advanced study and involve the use of special equipment and gear which would bulge a seabag past the breaking point. So for most Navymen, a knowledge of the clouds and a few weather proverbs will have to do.

Try these weather proverbs on for size. If you've absorbed what has been said about clouds you may ap-





COLD FRONT, shown in cross-section, is the leading edge of an advancing cold air mass which is displacing warmer air. Considerable turbulence precedes a fast-moving cold front and skies clear rapidly after it has passed.

ply that knowledge to the sayings and see where they are based on fact.

*"Mackerel scales and mares' tails
Make lofty ships carry low sails."*

(Cirrus, the mares' tails, and Cirrocumulus, the mackerel scales, often lead a storm and will make a ship shorten sail to ride the high winds).

*"When clouds appear like hills
and towers,*

*The earth's refreshed by frequent
showers."*

(Cumulonimbus clouds piling up in the sky indicate that there will be rain showers during the day).

*"Rainbow in the morning, sailors
take warning,*

*Rainbow at night, sailor's
delight."*

(The sun shining from the east in the morning throws a rainbow on raining clouds in the west, which is the direction from which showers usually come, therefore, it is highly probable that foul weather is at hand. A rainbow at night is caused by showers in the east, meaning that the rain has passed).

*"In the morning, mountains,
In the evening, fountains."*

(Cumulonimbus again, this time building up early in the morning and indicating rain most of the day).

With little jingles like these to guide you, and a knowledge of the clouds as they come along, you are in pretty good shape.

There are a couple of other clouds that you as a Navyman may get a chance to see. These are classed as phenomena and often occur over the sea or near a coastline.

One which packs a wallop is the *line squall*. A solid band of clouds leading a cold front, the line squall is usually broken up over land due to the hills and obstructions. Over a large body of water the level surface doesn't bother the squall and it comes across the horizon as a long roll-shaped affair, looking much like a cigar. This squall line may be 500 or more miles long, carrying trouble for all hands.

Another odd cloud formation is the *waterspout*. These often dot the seas during the summer months along with sudden thunder storms. Actually the spout is part of a thundercloud. Air currents cause the spout

to lower and race across the surface of the water. These water spouts could be classed as tornadoes on sea duty and have the same destructive power as a tornado.

Both Atlantic and Pacific sailors have had many an opportunity to see either Mt. Vesuvius, Mt. Etna, Mt. Fuji or one of the other famous



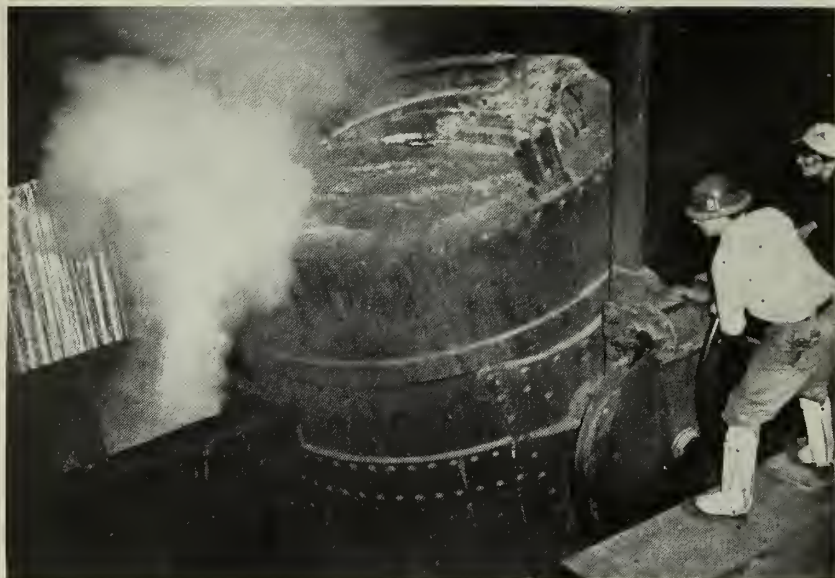
mountains that wear a cloud as a young girl with a new hair-do. These are *banner clouds*, a form of cumulus developed from the sudden ascent of air when a wind pushes it up the slope of the mountain.

These cover most of the clouds you're likely to see. From here on you are on your own. If you can learn to read the shorthand of the sky you'll be in a position to amaze your shipmates and inform them at the same time.—Bob Ohl, JO1, USN.

WATERSPOUT, the funnel cloud, is a tornado gone to sea. Right: Line squall is a line of cloud athwart the wind.



★ ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★ ★



GIANT propellers for USS *Saratoga*, Forrester-class carrier, are poured from 127,000 pounds of manganese bronze at Naval Shipyard, Philadelphia.

Navy Inventors Commended

Thought and energy paid off for three Navymen who have received official recognition for inventions and designs developed in their spare time.

At Kodiak, Alaska, Edward W. Garvey, ENC, USN received a letter of commendation from the Commander Amphibious Force, Pacific Fleet, for designing a reduction gear locking device. His design was accepted by the Chief of the Bureau of Ships and will be installed on all LST vessels.

William M. Shephard, AEC, USN, stationed at NAS Alameda, received a commendation for meritorious service with his design of an intricate jet aircraft engine electrical analyzer. This electrical "trouble shooter" is expected to save the Navy something like \$5000 annually and will be used for a quick testing of wiring circuits in jet engines.

Lieutenant Robert R. Perkins, USN, Dental Officer attached to the USS *Norfolk* (DL 1), invented a "vitalometer" to obtain an index of sensibility of tissue to electricity. His invention was entered in a contest sponsored by a civilian firm to encourage electronic development. LT Perkins placed fourth in the contest, as the sole Navy winner.

Demon Fighter

A new, all weather, high performance carrier-based fighter plane, the F3H-1N has been accepted by the Navy. The single-jet plane, called the *Demon*, combines interceptor speed and fighter maneuverability with the payload of an attack bomber.

Thin, swept-back wings and tail surfaces help give the big plane high operational speeds and its fast firing, high velocity 20mm cannons plus a large number of externally mounted air-to-air rockets give it a destructive power few fighter planes can equal.

Wingspan of the *Demon* is 35 feet 4 inches. It is more than 59 feet long, standing nearly 14 feet high. As in other carrier aircraft the wings can be folded for stowage and operation aboard aircraft carriers.

'Filmagographs' Tell Navy History

The navy is in the midst of producing a series of "filmagographs" of the history of the Navy.

The filmagograph, a new technique which the Navy has been developing for several years, is quite a contrast to more conventional motion pictures. Both "still" pictures and art work are filmed on motion picture film. Voice narration, optical and sound effects are then added. The result is a "slide-motion picture"—cheaper to produce than a true motion picture and easier to use than the troublesome phonograph records that usually accompany film strips.

The most recent filmagograph to be released by the Naval Photographic Center at Anacostia, D. C., is "Ships, Men and Ice." It is designed especially for naval personnel interested in Arctic exploration and ship design and reflects the Navy's appreciation of the value of lessons learned in Arctic exploration. It also gives the modern navigator a colorful picture of the development of Arctic ships from the ancient *bireme* to the present day *Wind-class* icebreaker.

The first two films in the long-term Navy historical project also have been released to training activities and the public. They are "Revolutionary War" and "Maritime War with France and the Barbary Pirates."

Two more in production are "War of 1812" and "World-wide Naval Operations in Peace and War, 1815-1861." Still in the script stage are three other historical filmagographs covering naval operations in the Civil War and the period up to and including the Spanish-American War.

YESTERDAY'S NAVY



In April 1898, the Navy purchased SS *Creole* and made her over into a hospital ship, USS *Solace*, and a group of male nurses were recruited to serve as "Ship's Cook (Nurse)." In April 1945, one month before VE-Day, the Germans directed a last desperate sortie of snorkel subs against the U. S. coast. However, an American task force of destroyers and destroyer escorts met them in mid-ocean, where they battled for nearly two weeks. Guided by sound-detection devices, the U. S. task force repulsed the enemy, who lost six subs. The U. S. lost one DE.

Research and technical advice for this series is provided by the Division of Naval History.

'Paradise' Regained

Brief military ceremonies honoring World War II dead on Kwajalein were held to mark the 10th anniversary of the occupation of the island.

Conquest of Kwajalein in 1944 marked a decisive step forward toward the ultimate defeat of the Japanese armed forces and came after weeks of fierce fighting.

Today battle scars have all but disappeared and "Kwaj" is again a tropical paradise, but it has been a struggle. Vegetation had to be imported to replace that mowed down by tons of high explosives fired and dropped on the two-and-one-half mile long, one-half mile wide island.

At the height of the battle for Kwajalein, 15 battleships, five large aircraft carriers, and dozens of smaller carriers, cruisers and destroyers poured death and destruction on the small island.

At the ceremonies Rear Admiral R. S. Clarke, usn, Naval Station Commanding Officer, placed a wreath on the memorial plaque which marks the location where the first American troops landed over ten years ago.

After Dark Experts

A group of Marines based at Kaneohe Bay, T. H., have become "after-dark" experts, spending most of their evenings on the prowl in and around Pearl Harbor.

The roving has a purpose: it's in preparation for an operation involving amphibious operations from submarines scheduled to take place in the near future.

A strict training program, including night and day rubber boat landings and submarine escape training in the Momsen lung course at the Pearl Harbor Submarine Base has the Marines at a peak of effectiveness in night operations.

The landings will be made on one of the Pacific islands with every effort made to have the operation as warlike as possible. Many of the Marines who will take part are Korean veterans and will lend their know-how to the over-all plan.

The purpose of the "steel helmet and dagger" tactics will be to practice landings from submarines onto "enemy-held beaches."

New Radar Altimeter

A new radar altimeter which instantly and accurately gives a reading of a plane's height above the earth's terrain has been adopted by the Navy.

Effective from "touch down" to high altitudes the new equipment weighs 30 pounds and can be mounted in any type plane.

The device works by sending a signal at the speed of light down to the earth's surface. The time it takes it to bounce back is measured electronically and converted to an instrument indication so the altitude can be read in feet.

An important advantage of the new radar device is the instantan-

eous altitude indication it affords without "instrument lag," the pilot's term for a relatively slow instrument reaction. This is a vital factor in view of the terrific speeds attained by today's jet planes.

The new altimeter is designed to catch and prevent errors. Should the device pick up a false or misleading signal, the indicator needle is automatically "masked out," or hidden from view temporarily. When the system has found a true reading again, the needle becomes visible once more. This ingenious reliability feature rules out, for example, errors that may be caused by a faulty receiving tube, a weak transmitted signal or radio interference.

Lookout Is Responsible for Rescue of Four at Sea

An alert lookout aboard *USS Stribling* (DD 867), was responsible for the rescue of several South Korean seamen recently while the destroyer was operating 70 miles off the coast of Korea.

Thomas S. O'Brien, SN, usn, serving as one of the lookouts on the bridge of the Navy vessel, was scanning the horizon with his binoculars when he suddenly noticed something protruding above the otherwise calm waters.

His report caused the skipper of the ship to change course and in a few minutes the destroyer drew close enough to see the four men riding their swamped boat.

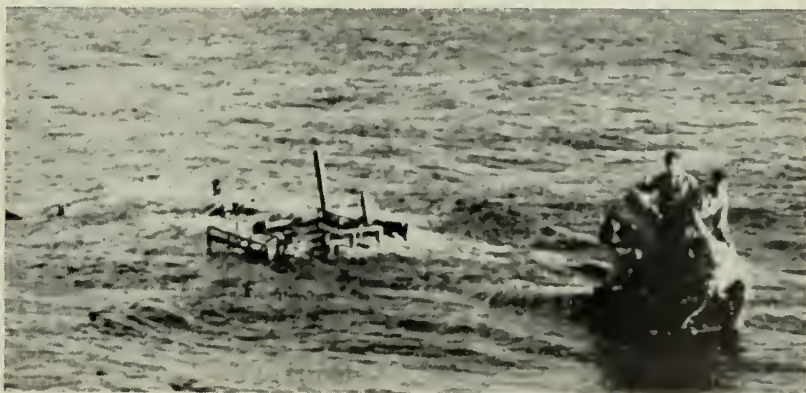
The Koreans had been adrift for six days after their overloaded craft had upended with its cargo of 320 crates of apples.

The rest was routine as the destroyer picked up the wet and hungry men and gave them food

and dry clothes before returning them to port.



ON LOOKOUT WATCH, alert seaman Thomas S. O'Brien was responsible for rescue of marooned men.



CLINGING to bow of their boat 70 miles off the Korean coast, four South Korean seamen anxiously await rescue by *USS Stribling* (DD 876)



A NEW WORLD OF LIGHT is now opening up to astronomers with the use of a 600-inch 'radio telescope' mounted atop building at U.S. Naval Research Lab.

Radio Astronomy Finds Stars

Using the Navy's new "radio telescope," astronomers of the Naval Research Laboratory are finding "hidden stars" in the hundred-billion star galaxy of the Milky Way.

With the 600-inch radio telescope mounted atop a laboratory building in Washington, D. C., naval astronomers are entering a new world of

light, hitherto closed to human vision. (See "Listening to the Sun," ALL HANDS May 1950, p. 41).

Earlier work of astronomers was limited to a narrow region of the spectrum, in the *visible light* range. Now, in "radio astronomy" much more information can be obtained through the use of the wider range of the *radio* part of the spectrum.

Most notable of the naval astron-

omers' findings are two new intense sources of radiation. One is from the diffuse luminous cloud—or nebula—barely visible to the naked eye in the constellation of Orion. It is about 1000 light years from the earth—that is, the distance which would be traversed by light in a period of 1000 years moving at a speed of about 186,000 miles a second. The other source of radiation is "Swan" nebula, about three times as far away as Orion.

Within the last decade this new science of radio astronomy has essentially doubled man's concept of the mass of stars of the galaxy.

With the use of the radio telescope it is now obvious that there are many "stars" which do not emit visible light but which send out radiation of far greater wave length, falling within the classification of radio waves.

About 200 such objects have been found in the Milky Way galaxy so far. They are "spectral stars," whose nature is completely unknown. At least one, however, is located within the Crab nebula and is generally presumed to be what is left of a gigantic star explosion recorded by Chinese astronomers about a thousand years ago.

Regulus, Navy Guided Missile, Joins Ranks of 'Push Button' Weapons

The guided missile *Regulus*, designed for launching from submarines, surface ships and shore bases, has joined the ranks of the Navy's offensive weapons.

Research on the *Regulus*, which resembles a 30-foot swept-wing jet plane, was started in 1947 under Navy sponsorship. The missile is launched from equipment that can be installed in a short period of time on several types of vessels at rela-

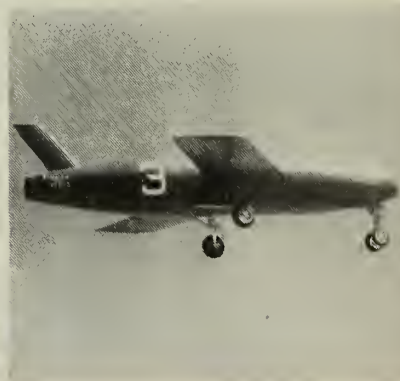
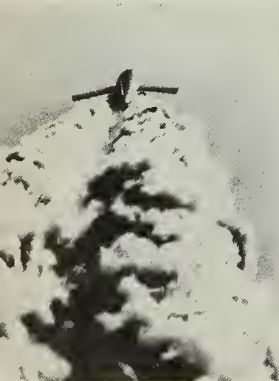
tively low cost and with only slight modification to the ship itself.

The submarine *uss Tunny* (SSG 282), recommissioned on the West Coast in March 1953, has been specifically modified to launch the *Regulus*. *Tunny* is a converted World War II submarine that has been modernized by the addition of the snorkel and streamlining of the hull and conning tower. While in the shipyard a tank for stowing a guided

missile and a launching rack were installed on the boat.

A small group of the crew's officers and enlisted men were trained for over a year at the U. S. Naval Air Missile Test Center at Point Mugu, Calif., in the operation and maintenance of the missile.

In the views below (starting from left to right) the *Regulus* is shown as it roars off its launching ramp at Naval Air Missile Test Center. JATO



It's a Record

In Taffrail Talk, p. 64, of the January 1954 issue of *ALL HANDS*, the magazine asked for little-known records set by your ship or shipmate. Here are a couple of records that have been received.

- *uss Duxbury Bay* (AVP 38)—Captain Frederic N. Howe, uss, now on the staff of ComAirLant, states that from March to July 1945, Fleet Air Wing One was engaged in probably "the largest seaplane operation" in the Navy's history. It took place among the islands of Kerama Retto, about 20 miles west of Okinawa.

It had been decided to shift the seadrome to Chimu Wan, just north of Buckner Bay, Okinawa. *uss Duxbury Bay* was ordered to Chimu Wan a week before the proposed shift to get the place ready.

In the first day and a half, the crew located and marked the shoals and laid out the seaplane runways.

In the next two-and-a-half days, with a lot of perspiration from a very capable and enthusiastic crew, a good deal of ingenuity and a fan-tail "production line," the men of *Duxbury Bay* laid 103 seaplane moorings. Quite a record!

- *uss Allen M. Sumner* (DD 692)—Another "record" comes from

the crew of this destroyer. Crewmen claim that their ship is the oldest "general service" destroyer now afloat from the point of *continuous* active service.

Research in destroyer statistics indicates that *Sumner's* claim is valid. *Sumner* was commissioned in January 1944 and has never been in mothballs or undergone conversion. There are other destroyers and ex-destroyers older than *Sumner*, but these ships have either been in mothballs or have had their designator changed to DDR, DDE, etc.

Actually, the oldest "general service" destroyer on active duty is *uss Daly* (DD 519), but this ship went into mothballs after World War II and was recommissioned in March 1951.

Steam 'Slingshots'

Fifteen tons of solid metal whipped down the flight deck of *uss Hancock* (CVA 19), streaked some hundred feet in the air after leaving the flattop and raised a spray two stories tall as it struck the water.

The occasion for this unusual "display" was a series of tests for the first steam catapult ever installed aboard a U.S. naval vessel.

Originally developed by the Bri-



SQUARE FLYING SAUCER? No, it's a 15-ton missile used to test steam catapults on *USS Hancock* (CVA 19).

tish Admiralty, the steam catapult has an increased launching power between five and six times greater than the current hydraulic models.

The catapult utilizes the principle of the slotted cylinder and has no rams or purchase cables.

Twelve carriers are scheduled to be equipped with the new steam "slingshots."

bottles give it a push upward and leave a spreading trail of white smoke and dust in the wake of the missile.

Pointing its nose skyward, *Regulus* climbs to the altitude at which it will be remotely controlled to the target.

Here also can be seen the triecyle landing gear with which she is equipped for landing. Naturally, wartime tactical versions would not carry this added weight on their one-way trips. Instead they would have a

warhead in the nose where instruments are now carried for evaluation of flight characteristics. The elongated needle sticking out of her nose in these photos is part of these evaluation instruments.

When her flight is completed, the landing gear comes down and the *Regulus*, flanked by the mother control jet and photo plane, prepares to land on Muroe dry lake bed runway. By recovery of the *Regulus*, large savings are possible. As many as 10 flights have been made with a single

vehicle, cutting to one-tenth the cost of a comparable operation involving loss of a vehicle or missile for each test. Experience in landing the missile has shown that it may be recovered through the use of a parachute-type brake on an average size runway.

With wheels touched down and the parachute braking her forward speed, *Regulus* rolls to a stop where the evaluation instruments can be removed and she can be readied for another flight.



Crew Tunes in on KREW

The "Tin Can Navy" doesn't intend to be left out of the ship's "broadcasting" picture, as evidenced by the destroyer *uss Rupertus* (DD 851). Tired of hearing only the steady hum of the engines and the monotonous slap of the sea, the crewmen hooked up a broadcasting station to the ship's PA system.

Radarmen Jake Sheffield, Bob Steel, L. D. Overturf and Electronics Technician Dick Hendrickson set up the intra-ship station from obsolete and damaged electronics materials. The crewman voluntarily donated records. Five "disc jockeys" now spin the musical variety programs during the 15-hour program day.

Broadcasts from "Station KREW" naturally do not go beyond the limits of the ship. Besides the regular programs of news and music, the station is also used for broadcasts of important announcements, special religious services and promotion of shipboard welfare and recreation.

Since destroyers do not normally carry chaplains, Rollin Oleson, RD2, USN, conducts a morning devotional service and an hour of recorded religious music on Sunday over the station.

She's Popular in the Movies, Too

Movie stars aren't supposed to hold down a 24-hour-a-day job in addition to their acting engagements, but *uss Lake Champlain* (CVA 39) has been doing just that.

Her first and foremost duty, of course, belongs to the U. S. Navy. She has been fulfilling that job to perfection, including a seven-month combat stint in Korean waters, yet the 30,000-ton flattop has also found time to play "character" parts in two movies during the last few months.

The first screen credit for the busy carrier was in Korea where parts of the movie "Cease Fire" were shot aboard while the "Champ" and her pilots were engaged in combat against the enemy.

The carrier's second screen effort came after her return to the States. She was operating off the Florida coast when a 27-man crew from Hollywood spent 12 days aboard, grinding out sequences for a forthcoming movie, "The Thrill of a Lifetime."

The basic plot of the latest scenes starring *Lake Champlain* concerns

four young Navy pilots, fresh from flight training at Pensacola, who have just reported aboard and are ready to make their first carrier landings in their new jets.

Earlier the cameras had ground away at NAS Cecil Field, Fla. while the Navy's ace flight team, the "Blue Angels," gave a demonstration of precision flying.

Come Academy Award time, *Lake Champlain* and her crew are going to be eagerly awaiting the awards for the "Best Supporting Actress."

Pacific Fleet Exercises

Forty-two warships, more than 13,000 naval personnel and land-based planes from West Coast naval air stations combined during February to participate in one of the largest Pacific Fleet Training Exercises held on the West Coast since World War II.

The exercise was broken up into a series of tactical problems and covered all phases of air-sea warfare including anti-submarine warfare, air defense, minelaying and mine-sweeping.

The ships, all units of the First Fleet, were broken up into two forces, "friendly" and "enemy." The "enemy" forces held the California Coast while the "friendly" forces held a few coastal islands from which to launch aircraft.

During the two-week exercise the Task Force visited San Francisco for three days of liberty and observance of George Washington's birthday.



'QUEEN OF KODIAK,' Miss Marlys Munro, elected at Naval Station carnival, poses with J. D. Pepin, SN, USN.

More Music-Minded Navymen

In a music contest held in the 13th Naval District, first place and a \$200 savings bond went to Edmond Mignon, MUSN, usn, a member of the District's band, for his composition "Here comes the Navy."

Second place winner was Eugene Magill, MU3, usn, another band member. Magill received a \$100 savings bond for his composition "Navy in the Air, On the Sea and Under the Sea."

Originally only two prizes were to be given out but competition for second and third places was so close that John M. Harris, PNSN, usn, Pacific Reserve Fleet, U.S. Naval Station, Tacoma, Wash., was also given a \$50 savings bond for his entry "Men of the Navy."

All entries consisted of either one, two or three choruses based on an appropriate Navy theme with preference placed on marches.

Judges for the contest were members of the School of Music at the University of Washington, Seattle, Wash.

(For information on the results of the nation-wide, all-service march competition and the names of the Navy winners, see ALL HANDS, March 1954, page 36.)

Whole Crew Flies to Join Ship

What happens when a carrier is in one city and her crew waiting in another several hundred miles away? Simple, use airplanes and carry the crew to the ship.

That was the case recently when *uss Hancock* (CVA 19) was being taken out of mothballs and modernized. Limited berthing space in Seattle prevented the crew from assembling there while the work was being done.

When word reached San Diego that the ship was ready to receive her crew the big move got under way.

A special airlift, working on Saturday and Sunday, carried 1127 members of the crew to Seattle.

Shortly after the airlift *Hancock* joined the fleet, the first U.S. carrier to be equipped with steam catapults. These powerful catapults have an increased launching power, five to six times greater than current hydraulic models and can launch jet aircraft even when the carrier is headed downwind or is in a dead calm.



CAPT. John Paul Jones, Commodore Oliver Hazard Perry, Admiral George Dewey (l-to-r) wore traditional sword.

Symbol of Navy's Great History, the Sword Is Again Part of Full Dress Uniform

Absent for 13 years, the sword regains its place in Navy tradition with the announcement of its return as part of the naval officer's uniform.

Long a badge of honor and rank, the sword has played a big part in both American and world history. As far back as Roman days it meant authority. Citizens of Rome were authorized to carry the short sword, symbolic of the fighting courage that raised Rome to its pinnacle of power.

In later years the English and French brought the sword to its height as a weapon, and as badge of honor. Knights of old kept two swords on hand, one for dress and one for fighting.

In early American history the sword played a part too. The U.S. Navy, when founded, adopted the sword from the traditions of the British Navy, after which it was patterned. In war, officers leading

boarding parties aboard enemy ships carried their swords, which proved their worth as weapons. Those early days found many naval officers using them for another purpose, dueling. Dueling became such a favorite pastime that it was eventually outlawed.

Special provisions were made for the wearing of the sword in Navy Uniform Regulations of 1813 which stated that officers must wear "cut and thrust swords with yellow mountings" on special occasions.

By 1886 the regulations became more explicit, stating, "The sword for all officers shall be a cut and thrust blade, not less than 26 nor more than 32 inches long; half basket hilt; grip white; scabbards of black leather and mountings of yellow gilt." So it remains today.

The sword, carrying its long tradition into the atomic age, takes its place again with the distinctive uniform of the sea service.

It will be worn on "full dress" occasions, when assuming or relinquishing command, or ceremonial visits to foreign ships or officials, occasions of state and ceremonies attended by officers in their official capacities, on formal personnel inspections, and when prescribed on parade with troops under arms. Wearing of the sword is optional with reserve and temporary officers, not required for chaplains or women officers. It will be required of regular flag officers and captains on 1 Jul 1954; thereafter commanders, 1 Jan 1955; lieutenant commanders, 1 Jul 1955; lieutenants, 1 Jan 1956; lieutenants, junior grade, 1 Jul 1956; ensigns, 1 Jan 1957; and commissioned warrant officers, 1 Jul 1957. The full dress uniform will consist of Service Dress Blue (or White) with large medals and white gloves, plus the sword for those officers who possess it.

Helping Hand for ROK Citizens

The U.S. Navy is busy lending a helping hand in distributing aid from America to the destitute citizens of South Korea.

During a visit to Inehon, Korea, men of Amphibious Group Three stationed on board *uss Mt. McKinley* (AGC 7) distributed more than 12 tons of winter clothing, food and medicine to Korean orphans at the Seoul Sanitarium and Orphanage.

The contributions came from sailors of the amphibious group and their families and from various re-

ligious organizations in Southern California.

Other relief materials amounting to 172 barrels of clothing, blankets, soap and \$3000 in medicines were delivered to a clinic in Pusan, Korea, by four U.S. destroyers.

The gifts came from residents of Newport, R.I. and the surrounding area New Englanders.

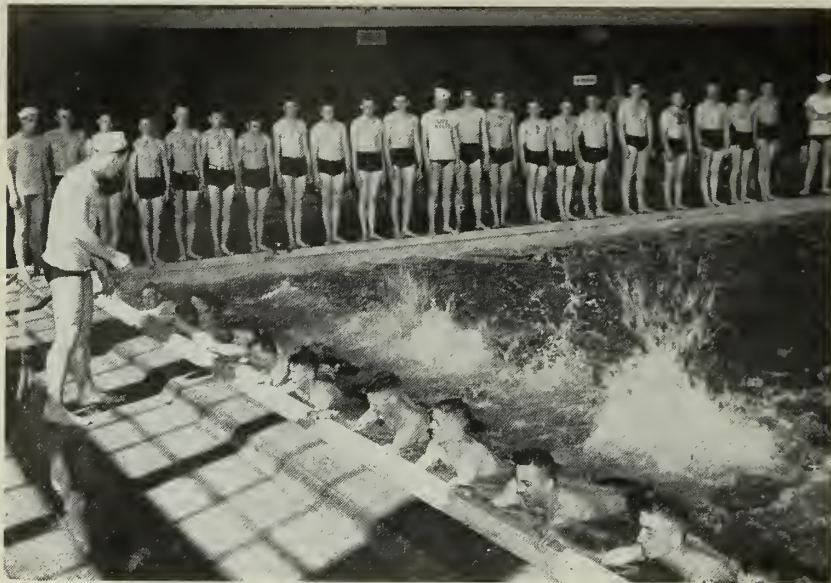
\$100,000 Check for Charity

Naval personnel and civilian employees of the U.S. Naval Air Station, Alameda, Calif., donated to

the "United Crusade" community chest drive the largest group contribution recorded on the Pacific Coast in the 1953 campaign.

Last fall the air station's 6000 naval personnel and 8000 civilian employees set \$100,000 as their share in the health and welfare campaign. They reached their goal in January.

The contributors are residents of Alameda, Contra Costa, San Francisco, San Mateo and Marin Counties—the five counties which united in the area-wide campaign.



WATER CHURNERS—Non-swimmer Navy recruits are given preliminary instructions in essential art of swimming under watchful eyes of an aquatic champion.

Sports Triathlon

A new event, the triathlon, has been added to the schedule of activities for the All-Navy and Interservice track and field meets.

The triathlon consists of long-distance running, middle-distance swimming and pistol shooting. The event is open to both officers and enlisted men of the Navy under the same provisions as govern the other All-Navy track and field events.

There will be no points awarded for the triathlon event in either meet; however the winners will be named All-Navy or Interservice champions. The purpose of the addition of the triathlon is to discover prospective candidates for Modern Pentathlon competition.

Since the U. S. equestrian team has been turned over to a civilian organization, Modern Pentathlon is the only exclusive military event on the Olympic agenda for U. S. competitors.

Incidentally, the U. S. military Modern Pentathlon team recently finished fifth out of a field of 16 nations in the annual meet held this year in Santiago, Chile. Leading the U. S. team was Ensign William J. Andre, USN, who placed third in the individual rankings.

Navy men, both ashore and afloat, who can show abilities in the triathlon events and who would like to participate in the 1956 Olympic Games or on the U. S. team in the annual Modern Pentathlon championships, should begin training immediately in the events in which

they are weak. Prospective contestants for the competition should be able to attain the following minimum performance standards (after a brief training period):

- Running — Two-and-one-half mile cross-country run, on relatively level terrain, in 15 minutes; or a two-mile run on a cinder track in not more than 10 minutes, 30 seconds.

- Swimming—300-meter free style over a 25-meter course in not more than 5 minutes, or comparable distance and time.

- Pistol—Shooting ability equal to "expert" in pistol marksmanship in accordance with the established requirements of the Navy and National Rifle Association's Standard Dismounted Pistol Course.

The two events which complete the Olympic Modern Pentathlon are epee fencing and a cross-country horseback ride of 500 meters over rough terrain, including obstacles.

Personnel wishing to try out for the triathlon event will be selected the same as contestants for the other events in track and field. Those selected will be ordered on TAD, to either San Diego or Camp Lejeune, N. C.

Winners in the All-Navy will then compete in the Interservice meet. Both meets are to be held this year at Camp Lejeune. Arrangements will be made to provide riding and fencing training for *selected* All-Navy triathlon competitors who desire to compete for positions on the U. S. Military Pentathlon team.

Athletic Excellency Awards

Athletic excellency trophies have been awarded to various units for being tops in sports in 1953. These trophies are awarded on a point basis depending on how each unit's athletic teams finished in their league's final standings.

Here are the winners that have been reported to ALL HANDS:

- NTC San Diego won the Commandant's Athletic Excellency Trophy in the 11th ND Major Division for the fourth consecutive time, setting an all-time record for that district.

The "Bluejackets" won championships in badminton, track and field, tennis, swimming and football and picked up other points in the minor sports. Final point tabulations showed NTC with 476 points followed by NAS San Diego with 470 points.

- NAMTC Point Mugu came from behind to win the 11th ND Minor Division trophy. Scoring 45 points in football enabled the "Missilemen" to roll past NAS Miramar in the stretch and finish in front by 262 to 234. This marked the third consecutive time Point Mugu has won the trophy.

Besides the pigskin title, the Mugu athletes won titles in golf, bowling, table tennis, track and swimming.

- In the 12th ND, NAS Alameda and Fleet Units attached to the base, won the Commandant's Group "A" trophy for the fourth straight year by piling up 385 points—105 more than runner-up NAS Moffett Field.

In breezing to victory, Alameda won championships in bowling, basketball, badminton, boxing, golf, baseball and volleyball.

- Oakland Naval Hospital won the Commandant's Group "B" Athletic Excellency Trophy by nosing out 12th ND Communications by three points.

In competition with 23 other units for the Group "B" trophy, the Oakland Naval Hospital athletes won titles in baseball and touch football and placed high in six other sports to wind up with a total of 195 points.

- Down in Key West, Fla., athletes from Air Development Squadron One annexed the trophy in the first annual Admiral's Sports Competition. In winning the award, the VX-1 sportsmen scored a total of 403 points. Fleet Sonar School placed second with 395 points and Fleet Air Wing Training Unit was third.

VX-1 athletes won only the volleyball championship and tied for the boxing crown but picked up enough points in the other sports to win the coveted trophy.

Note to Nimrods

Naval personnel serving on ships or at Fleet Activities in the Yokosuka, Japan, area can get in plenty of wild game hunting, thanks to the "Rod and Gun Club" of the Fleet Activities Special Services.

The club is for personnel from the various commands and ships in the Yokosuka area. Weekly meetings are held and plans are laid for future hunting trips.

Hunting trips have taken groups to southern Japan where game is quite plentiful. One hunting party of 15 men recently netted 42 birds, and a "big game" hunting party bagged one boar and a 7-point buck in a two-day trip.

D. M. Duminow, DC2, USN, serving in *uss Delta* (AR 9), brought down the buck with three shots from a 30-06 rifle he had checked out from Special Services. His prize weighed 125 pounds, dressed. On the same trip, G. W. Miller, RD3, USN, of *uss Mt. McKinley* (AGC 7) bagged a 60-pound boar.

Guns and hunting equipment are available at the club office but hunters are asked to supply their own ammunition. A six-dollar fee per man per day covers travel expenses and lodging at the best hotels.

Membership and meetings are open to all Naval personnel in the Yokosuka area, both ashore and afloat. The welcome mat is always out at the Yokosuka "Rod and Gun Club."

VR-1 Packs Musical Talent

Mellow music can be heard above the roar of airplane engines at U.S. Naval Air Station, Patuxent River, Md., as Air Transport Squadron One's band and orchestra sound off.

Two years ago nine men from VR-1 volunteered their off-duty time and talent and organized a band. Today the band has grown to 26 men who perform at all squadron activities and play "Oh Mein Papa" at monthly captain's inspection.

However, VR-1 wasn't satisfied with just a band, so the boys rounded up some more musicians in the squadron and organized a dance orchestra. The orchestra now has grown from a five-man combo to 14 musicians and two vocalists.

SIDELINE STRATEGY

MOST Navy families consider having a lobster dinner a real treat, but not so the family of Lieutenant James F. Cahill, USNR. He puts his naval experience to good use in off-duty hours—and keeps his family well supplied with lobster.

Lieutenant Cahill is a Navy "frogman" assigned to a harbor defense unit in the New England area. After he completes a duty tour of the harbor, he usually makes another trip to "shop around" at his private undersea market and comes back with one or two lobsters that average around three pounds. The lieutenant makes all his catches barchanded—without benefit of net or bait.

★ ★ ★

Look for the quintet from the battleship *uss New Jersey* (BB 62) to be one of the powers in the Atlantic Fleet Basketball playoffs. In their first seven victories, the "Big Jay" hoopsters chalked up a 115-62 trouncing of the team from *uss Mindoro* (CVE 120) and swamped the team from *uss Sierra* (AD 18) by 109-49.

In the game against *Min-doro*, the "Jays" were ahead 20-14 at the end of the first quarter but sizzled the nets in the second stanza for a grand total of 50 points to take a 71-39 lead at intermission. In another game, this one against the "Big Jay's" sister ship, *uss Missouri* (BB 63), the *New Jersey* sailors led by a slim 25-24 margin at halftime

but in the third period held the "Big Mo" team to two points while scoring 20 themselves. Final score: 66-42. Leading *New Jersey's* fine team is the high-scoring duo of "Jake" Jacobson and Jim Schroeder backed up by the ball-hawking Walt Johnson.

★ ★ ★

Ensign Tom Sturak, USNR, is a determined man. Although stationed on board *uss Kearsarge* (CVA 33) in Far Eastern waters, he is carrying on with his favorite sport—long-distance running. And Tom is reputed to be one of the fastest milers in the Navy today.

How does he do it? Simple, Watson. Tom works out almost every day, not only to keep in trim but also in hopes of winning a spot on the Western Navy track and field team this year. He can be seen weaving in and out between aircraft parked on the flight deck as he jogs through his workouts. Although flight operations and bad weather frequently interrupt his practice, Sturak tries to keep a daily training schedule when possible.

Sturak's best time in the mile is 4 min. 17½ sec., which he turned in while running for the San Diego State College team. His time is nine and a half seconds faster than the winning time in last year's All-Navy meet and one and a half seconds faster than the winning mark in the 1953 Interservice Meet.—Rudy C. Garcia, JO1, USN.



THE BULLETIN BOARD

Pointers You Should Know When Shipping Household Effects

NAVYMEN going overseas who are taking their families with them should get acquainted with the following regulations governing the shipment of household effects. Some you may be familiar with; others might serve as a useful jog to your memory.

All officers and enlisted personnel in the fourth, fifth, sixth and seventh pay grades are entitled to transportation of household effects. The weight allowances are as follows:

LTCDR and WO (pay-grade W-4) and above—9000 lbs.

LT and WO (pay-grade W-3)—8500 lbs.

LTJG and WO (pay-grade W-2)—7500 lbs.

Ensign and WO (pay-grade W-1)—7000 lbs.

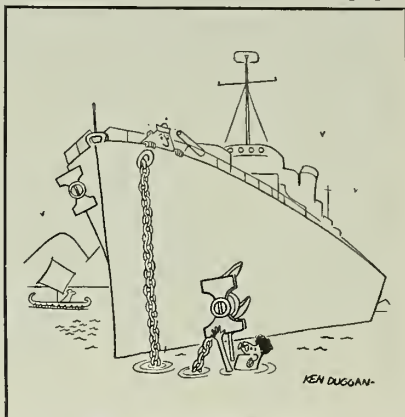
Enlisted personnel, pay-grades 7, 6, 5 and 4 with more than seven years of service—4500 lbs.

Enlisted personnel, pay-grade 4 and less than seven years of service—3000 lbs.

The allowances set forth are intended to represent the actual net weights of household goods authorized to be shipped at Government expense. When any portion of the movement is made by water, the allowance is increased 40 per cent to cover the weight of the materials used in packing for water shipment.

Persons entitled to shipment of household effects may apply for storage at an installation of the Service concerned. The granting of a request will depend upon whether facilities are available, and any storage furnished will be subject to the following time limitations: Duty outside the U.S.—One year from date of return from overseas service. Applications for storage will contain owner's agreement that whenever household effects are not withdrawn within the prescribed time limit or promptly upon the request of the commanding officer of the storage facility concerned, such household goods will be placed in commercial storage to the account and in the name of the owner.

Costs in excess of those authorized



"Hey Joe . . . you drop?"

by the Navy will be paid by persons for whom shipments are made. Among the circumstances in which such excess cost may be incurred are the following:

- When transportation cost of method used at request of applicant exceeds the cost of the method designated by shipping officer.

- When special services, specific routing, or specific loading, not provided by ordinary rates, are furnished at the request of the applicant.

- When shipments are made from and/or to points other than those authorized in the regulations.

- When shipments are made in separate lots between the same points.

- When, at the request of the applicant, shipments are released at a valuation which exceeds that prescribed for the lowest applicable transportation rate in carrier's tariffs.

- When household goods in excess of the prescribed weight allowance are packed, unpacked, drayed, stored or shipped.

For personnel on active duty excess costs are collected by means of checkage against the person's pay record. Excess cost of shipment of household effects usually runs pretty high and should be avoided.

For personnel on active duty the authorized shipping point ordinarily is from the last duty station to the new duty station. For personnel or-

dered to active duty for a period of not less than six months it is from home to the first or any subsequent duty station.

On transfer or assignment to duty overseas or to places where their dependents are not permitted, for military reasons, to accompany them or join them within five months, the authorized shipping point is from the last duty station to such locations in the U.S. as may be designated by the person concerned. Upon subsequent transfer to a duty station which is not subject to such military restrictions, or, upon removal of such restrictions without change of station, household goods may be shipped from such designated locations to the current duty station.

Applications for shipment should be submitted to the nearest Navy designated shipping activity in relation to the location of household effects.

A separate application will be prepared to cover each shipment, and also a separate application is required for articles of gold or silver, paintings and other articles of extraordinary value. (For your information, applications are prepared in an original and five copies and accompanied by seven certified copies of the pertinent change of station orders for shipments within the U.S. Nine copies are required for shipments destined overseas.

A list of naval activities, broken down by Naval Districts, which are designated to arrange for the shipment of household goods is available in your supply office. Upon receipt of the application, the Supply Officer of the designated activity will arrange to have the services performed by the use of naval facilities, by contract services or under reciprocal services.

When shipping facilities of the Navy or any other service are not available, and it is impracticable for the supply officer to arrange for the services under a commercial contract, the nearest shipping officer will advise the applicant as to the procedure to be followed.

What To Do When Shipping Household Goods to Insure Collecting for Loss or Damage

When shipping your household goods there are a few things you should keep in mind in regard to loss and damage of your shipment. Although the majority of shipments are accomplished to the satisfaction of the owner there are occasional cases of loss or damage. Sometimes the individuals concerned are unable to obtain proper settlements of claims for their damaged household goods. Here are three reasons why some owners fail to obtain a proper settlement:

- *Failure of the owner to supervise properly the preparation of the carrier's inventory*—It is important that you be present at the time of pickup of your household goods to make sure the carrier's inventory properly describes the condition of your property. It is too late to take exception to the carrier's inventory after the shipment has been made. The indiscriminate use of general terms such as "M and S" (marred and scarred) will only complicate later claims in case of damage to items so described.

Make arrangements with the man preparing the inventory to notify you when he intends to use general terms, such as "M and S" to describe the condition of any item before removing it from your residence. If you feel that the inventory does not describe the condition of your goods fairly, request that it be amended or that the location and extent of the exceptions be indicated.

If you are dissatisfied with the performance of the packers and cannot reach an agreement as to the description of the condition of your household goods, do not attempt to dictate to the packers—instead, contact your shipping officer immediately.

- *Lack of information on insurance*—You should be aware of the fact that the government does not insure shipments of household goods and the carrier's liability in the event of loss or damage is limited to the "released valuation," which varies according to the mode of transportation as follows: van shipments, 30 cents per pound per article; rail or motor freight shipments, 10 cents per pound per article; and uncrated

household goods via freight forwarder, 30 cents per pound per article.

Private insurance normally is made available to shippers by van carriers. In insuring shipments of household goods it is of prime importance that you familiarize yourself with the terms of the policy. Most policies contain a "co-insurance clause" which provides that if the goods are not insured for the full value, the insurer is only liable for a pro rata share of any loss or damage. For example, if the total value of the property is \$5000 and the owner purchases \$2000 of insurance coverage, the insurance company would only be liable for two-fifths of any amount claimed for loss or damage. Accordingly, if you intend to insure your property, it is important that you insure it for the full value.

- *Lack of knowledge in claims procedures*—You should always sign the government bill of lading after delivery of your goods in spite of any loss or damage. Should the household goods sustain loss or damage in transit, you should place a notation as to such loss or damage on the reverse side of the bill of

lading and surrender the accomplished bill of lading to the carrier.

The next step is to file a claim for the loss or damage with the delivering carrier. This should be done as soon as possible and in any case within the limit of nine months. If the carrier denies responsibility for the loss or damage, the claim should be filed with the packing contractor, if appropriate. If the carrier accepts responsibility for any loss or damage, you should accept any amount which satisfactorily fulfills the carrier's legal liability even though it does not completely reimburse you for your loss.

If you purchased insurance which covers loss or damage, you should also file a claim against the insurance company indicating any settlement you have received from the carrier or contractor or both. If, after settlement of the above claims, you still feel there is an amount due, you may submit a claim against the government in accordance with Navy Personnel Claims regulations (reproduced in Chapter Five of the BuPers Manual).

Where you can get assistance—It is recommended that prior to mak-

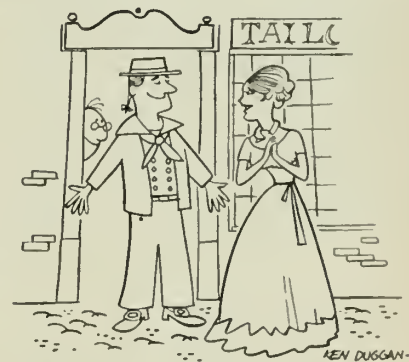
WAY BACK WHEN

First Enlisted Man's Uniform

If you have ever wondered how the well-dressed sailor looked back in the early 19th century, you might be surprised to know that he didn't look radically different from the way Uncle Sam's modern Navy dresses.

Prior to 1817, files of the Navy Department show no regulations providing for enlisted men's uniforms. But it is noted that in January 1813, upon the arrival of Commodore Decatur at New York with the frigates *United States* and *Macedonia* the city feted the crew with a splendid dinner. Reports say that the crew, numbering about 400, was dressed in blue jackets buttoned loosely over waistcoats, blue bell-bottomed trousers, and glazed canvas hats with stiff brims decked with streamers of ribbons.

The first regulation covering enlisted men's clothes that can be found appears in the regulations of the Navy issued by Secretary Benjamin W. Crowninshield in September 1817. These regulations provided for both the enlisted man's summer and winter dress. White duck jacket, trousers, and vest, made up the summer uniform; while the colorful winter outfit



included blue jacket and trousers, red vest, yellow buttons and black hat.

These regulations also provided that when the men swabbed the decks, they were to be barefooted and their trousers were to be rolled up. This regulation is often quoted as being the reason for the sailor's bell-bottomed trousers, that is, they were made so as to facilitate pulling the bottoms up over the thigh. The real reason for this cut of trousers is not known.

ing your shipment, you read the "Household Goods Shipment Information Pamphlet" (NavSand A Publication 260), available at all designated household goods shipping activities. This pamphlet contains a great deal of helpful information which will assist in your move. The household goods shipping activities will assist you whenever possible. In addition to advising you as to proper procedures for filing your claim, they will give assistance where carriers fail to settle claims promptly to the extent of their legal liability. Failure on the part of the carrier to settle claims promptly is a violation and may result in barring the carrier from receiving further Navy shipments.

Seminar Gives Yeomen Brief Indoctrination in Legal Duties

A special seminar for yeoman doing legal work in the Atlantic Fleet and the Fifth Naval District has proved a big success in Norfolk, with over 400 yeomen attending the first two sessions.

Designed to give yeomen a better acquaintance with legal, administrative and clerical duties connected with courts martial, the seminars have included lectures on such subjects as, Pre-Trial Preparations, Captain's Mast, Court Recording, The Record of Proceedings and Post Trial Matters.

Lectures for the seminars were prepared and presented by David M. Seyffert, YNC, USN, a former member of the Staff, U.S. Naval Justice School, Newport, R. I., where he had been head of the Enlisted Academic Department.

Training and Billets In Explosive Ordnance Disposal Are Open to Junior Officers

Explosive Ordnance Disposal billets are wide open for USN junior officers. An eight-month course of instruction at the U.S. Naval School, Explosive Ordnance Disposal is followed with duty in carriers, AMCUs and shore billets at the Explosive Ordnance Disposal Technical Center as well as instructor duty at the Naval School of Ordnance Disposal.

The course of instruction at the Disposal School includes training incident to becoming a Diver, Second Class. The student further qualifies as a Diving Officer and receives specialized training in self-contained underwater breathing apparatus, explosives, electricity, firing mechanisms, RSPs (rendering safe procedures) and RMS (rendering mines safe). More important, he becomes a member of a very exclusive club of EOD experts and, when he goes to sea, will command a team of enlisted men who have taken the same training in mine disposal as himself. The school and subsequent duty is enhanced with hazardous duty pay.

Aboard ship an officer graduate of the Disposal School will occupy an EOD billet, but his normal career of sea and shore duty as well as rotation of command billets will not be interfered with. He will run the gamut of duties as a gunnery, engineering, and deck division officer at sea as well as having the pleasure of being a specialist in EOD.

Following a two years' tour of duty at sea aboard a carrier or Mine Force vessel, typical career planning would take the officer student back to the Naval School, Explosive Ordnance Disposal for a refresher course prior to starting his first shore duty at a Naval Ammunition Depot.

Normally at the expiration of this tour of duty he is a lieutenant. Another refresher course is met and passed and he returns to sea. Command comes early in the Mine Force and he will doubtless return in command of an AMCU. Two years of this—another refresher course and ashore in one of the Explosive Ordnance Disposal Units, the Explosive Ordnance Disposal Technical Center, or the U.S. Naval School, Explosive Ordnance Disposal.

Orders will take him back to sea in a billet on the staff of one of the Mine Force commands. Staff experience is gained and also he continues to be an EOD specialist.

Being in the Mine Force doesn't hurt a young officer's career. Contrary to the old idea that it was a long step toward professional oblivion, the new emphasis on mine laying and mine countermeasures gives added significance to such billets.

Requests from enlisted men who take the same basic course as do officers are also desired from most ratings. See BuPers Inst: 3571.2A, which is applicable to both enlisted personnel and officers, for details.

AMs and AEs Study Cabin Pressurization at NAS Alameda

A special school for AMs and AEs, designed to give them a thorough working and maintenance knowledge of air conditioning and cabin pressurization systems of jet type aircraft, has been inaugurated at Alameda Naval Air Station.

The course includes 28 hours of class room instruction built around a typical aircraft system and its component parts. Following this basic instruction, students will go to the overhaul shop for seven hours practical maintenance and trouble-shooting. This consists of complete disassembly, thorough inspection, supervised reassembly and bench-testing of the various parts in a typical system.

The course is open to all qualified AM and AE ratings attached to NAS Alameda or any of the Fleet Air activities based aboard. About 110 men have already completed the course.



"Ooohhh!...I understand it now, you're wearing your jumper that way so you can be different. Well, well."



"Aren't you rushing it a little Jenkins? You just took the fleetwide competitive examination yesterday!"

New Policy Set on Resignations Voluntary Separation of USN, USNR, Temporary Officers

A revised general policy concerning the resignation and voluntary separation of commissioned officers from the service is contained in Alnav 1-54.

BuPers will now consider favorably applications for resignation from Regular Navy officers with more than four years of active commissioned service provided there is no additional obligated duty. Previously, Regular Navy officer resignations were limited to hardship and other very specialized cases.

The directive also contains retirement or separation provisions for Naval Reserve officers, temporary officers with permanent enlisted status and temporary warrant officers.

Here is a breakdown on the requirements for different categories:

- **USN officers**—Resignations normally will be accepted from any officer who has completed four or more years of active commissioned service, except Medical and Dental Corps Officers, for whom three or more years of active commissioned service will be required.

Any obligated service incurred by USN officers as the result of advanced training or graduate instruction will be in addition to the three- or four-year active duty requirement. However, periods while undergoing such advanced training or graduate instruction will be considered part of the three- or four-year period.

In any case, if eight years' commissioned service has not been completed, favorable action on a resignation will depend on the individual's accepting a commission in the Naval Reserve.

- **USNR officers** — Resignations will normally be accepted from USNR officers who have discharged their obligated active duty and have completed a total of eight or more years' active and inactive commissioned service.

- **USN(T) and temporary warrant officers**—Requests for reversion to enlisted status and transfer to the Fleet Reserve or continuance on active duty in permanent enlisted rating will normally be favorably considered.

In all cases final action on resignations will be governed by the needs

HOW DID IT START

Early Ships' Libraries

The first U. S. ship-of-the-line to boost a library was probably the 74-gun *Franklin*.

Just before *Franklin*, under Commodore Charles Stewart, sailed for a three years' cruise in the Pacific, a New York philanthropist, William Wood, addressed the crew on the subject of a "Seamon's Library." His remarks were greeted with such enthusiasm that the officers and enlisted men immediately contributed approximately \$800. With this money, 1500 books were procured. Commodore Stewart promptly set aside a compartment aboard *Franklin* as a library and appointed a librarian.

Upon the return of the ship in 1824, what was left of the collection was turned over to the Brooklyn Navy Yard to become the nucleus of the Seamon's Library there.

Four years later, in 1828, early records show that the Navy Department published a list of books which "will be furnished for the use of vessels of war when on a cruise, and for the use of Yards." The original list of books was furnished "at public expense," and was modified and added to from time to time. Included, for example, in the 1831 list of 36 books were: Bowditch's *Navigation*, Marshall's *Life of*



Washington, Botto's *American Revolution*, Jacobson's *Sea Laws*, *Federalist*, *Franklin's Voyages*, *Life and Voyages of Columbus*, *Work on Conversion and Preservation of Timber*, the Bible and Prayer Book.

Today, the job of providing ships and stations with the latest volumes for Navy libraries afloat and ashore is the responsibility of the Bureau of Naval Personnel's Library Services Branch.

of the service. In some instances, final approval may have to be withheld until a qualified relief is available.

In Writing to VA Give Complete Information, Identify Yourself

Navy men at some time or other are likely to be dealing with the Veterans Administration in regard

to a number of veterans' rights and benefits. In some cases this will involve writing to the VA. When such is the case be sure that you:

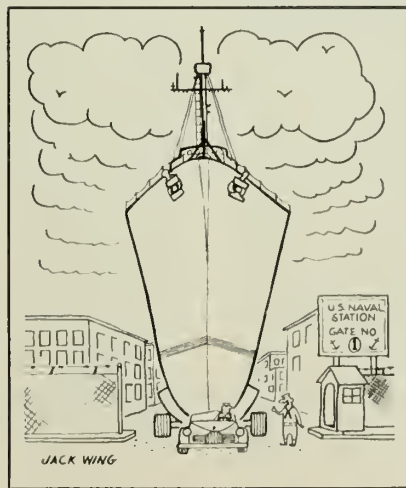
- Always give your full name and address, preferably printed or typewritten along with your signature.
- Give your Navy service number.
- If the VA has already allotted you a "C" or claims number, give that too. This identification is one of the most important numbers in the VA filing system.

- Where G.I. life insurance is involved, your policy number if known should also be specified.

The VA receives an average of 1,500,000 pieces of "mystery mail" every month—mail without proper identification either of the veteran or of his claim.

Such mail requires a considerable search through records to identify the veteran or his claim and this results in delay in replying.

If your correspondence with the VA properly identifies yourself and your claim, you will avoid such a delay on your query.



"You got a property poss?"

You Can Study on Your Own—Navy Offers 93 Courses for Officers

OFFICER Correspondence Courses offered by the U. S. Naval Correspondence Course Center at Brooklyn, N. Y., provide Regular and Reserve naval personnel with the opportunity to increase their knowledge and understanding of the Navy and, at the same time, prepare themselves for professional advancement.

Although Regular Navy personnel are not required to take correspondence courses, they have found it is to their advantage to do so. These courses are not designed to replace shipboard training programs, but should supplement such training.

The Officer Correspondence Courses are designed to instruct commissioned officers and warrant officers and most of them are also open to chief petty officers. In addition qualified enlisted personnel of lower ratings are also eligible if they are recommended by their commanding officers as potential officer candidates. However, if a commanding officer does not consider the applicant a potential officer candidate but believes the enlisted man's enrollment is desirable, he may simply recommend enrollment and forward the application via BuPers for action.

These courses are an important part of the professional qualifications required of Reserve officers for purposes of promotion. For example, for promotion from ensign to lieu-

tenant (junior grade), an officer in the inactive Reserve must earn 12 promotion points for each six months' service in the grade of ensign before becoming eligible for the higher appointment.

For promotion to all grades above the grade of lieutenant (junior grade) of officers who have been continuous members of the Naval Reserve since 1 Jul 1950 or have received a promotion in the Naval Reserve since 1 Jul 1950, an average of 24 promotion points for each year in grade is required (up to a maximum of 144 points).

The successful completion of correspondence courses not only provides promotion points essential to the promotion of a Naval Reserve officer on inactive duty but it also provides a means whereby eligible members of the Naval Reserve, not on active duty, can accumulate retirement point credit.

Applications for Officer Correspondence Courses should be submitted as follows:

- If on active duty, wherever stationed, via your commanding officer.

- If not on active duty, and providing you are a member of, or associated with, a pay unit, forward your application via your unit commander or other official channels. If you are a member of, or officially

attached to, a pay unit under the cognizance of the Chief of Naval Air Reserve Training, forward your application through that command at Glenview, Ill.

- If not on active duty, and you are not a member of, or associated with, a pay unit, forward your application via your district commandant. If you are a member of a non-pay unit under the cognizance of the Chief of Naval Air Reserve Training, forward via that command instead of through the district commandant.

Here is an up-to-date list of all the Officer Correspondence Courses administered by the Naval Correspondence Course Center, listed in order of their NavPers number. Listed here also are the courses administered by BuMed, by the Chief of Naval Operations, by the Naval Submarine School, the Naval War College and the Industrial College. A few other selected courses are handled by the Director of Selective Service, 451 Indiana Ave., N. W., Washington 25, D. C. These are for Selective Service specialists only, and are not listed here.

Requests for enrollment in the following courses should be addressed to the U. S. Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y., on form 992.

COURSE	NAVPERs NUMBER	RETIRE- MENT & NO. OF PROMO- ASSIGN- TION MENTS POINTS	
		ASSIGN- MENTS	POINTS
<i>Basic and General Courses</i>			
Navy Regulations	10740-A	12.....	24
Foundations of National Power.....	10770-A	12.....	24
Naval Orientation	10900	6.....	12
Nucleonics for the Navy.....	10901	8.....	24
Logistics	10902	6.....	12
Leadership	10903	5.....	10
Naval Arctic Operations	10946	5.....	10
Industrial Management	10947	10.....	20
Education and Training, Part I	10965	7.....	14
Education and Training, Part II.....	10966	5.....	10
Personnel Administration	10968	6.....	12
Welfare and Recreation	10969	12.....	24
Administration of Officers' Messes	10970	6.....	12
Uniform Code of Military Justice.....	10971	1.....	4
Military Justice in the Navy.....	10993	12.....	24
<i>Deck Courses</i>			
Marine Navigation, Part I.....	10921	6.....	12
Ordnance and Gunnery	10922	9.....	18
Seamanship	10923	7.....	12

COURSE	NAVPERs NUMBER	RETIRE- MENT & NO. OF PROMO- ASSIGN- TION MENTS POINTS	
		ASSIGN- TION MENTS	POINTS
Maneuvering Board	10933	3	12
Marine Navigation, Part II	10945	8	24
Ordnance Equipment	10962	6	12
<i>Engineering Courses</i>			
Elements of Naval Machinery.....	10934	12	24
Engineering Operations and Maintenance	10935	6	12
Practical Damage Control	10936	6	12
Theoretical Damage Control	10937	6	12
Diesel Engines	10938	6	12
BuShips Duty for Engineering Specialists	10939	6	12
Naval Shipyard Duty for Engineering Specialists	10940	6	12
Duty Afloat for Engineering Specialists..	10941	6	12
Shipbuilding Business	10974	10	20
Shipboard Electrical Systems	10991	6	12
Engineering Administration	10992	6	12
<i>Electronics Courses</i>			
Naval Electronics, Part I	10925	7	21
Naval Electronics, Part II	10929	10	20

COURSE	NAVPERS NUMBER	RETIRE- MENT & NO. OF PROMO- ASSIGN- TION MENTS POINTS	
Electronics Aids to Navigation	10930	6	12
<i>Aviation Courses</i>			
Naval Aviators, Course I	10948	12	24
Naval Aviators, Course II	10949	6	12
General Course for Aviation Specialists	10950	12	24
Air Intelligence	10951	6	12
Refresher Course for Aerologists	10953	12	24
General Aerology	10954	12	24
Special Devices	10956	9	18
Photography	10957	9	18
Air Navigation, Course I	10959	6	12
Reciprocating Aircraft Engines	10961	6	12
Jet Aircraft Engines	10985	6	12

Supply Courses

Carga Handling	10973	6	12
Disbursing	10976	7	14
Intraduction to Supply	10978-A	2	5
Supply Afloat	10980-A	6	12
Commissary	10981-A	3	6
Supply Ashore	10983-A	12	24

Civil Engineering Courses

Mission, History, and Organization of CEC	10909	6	12
Cold Weather Engineering	10910	6	12
Automotive Transportation	10913	6	12
Postwar CEC Developments	10914	3	6
Hot Weather Engineering	10915	4	8

Legal Courses

Navy Contract Law	10988	12	24
Navy Real Estate Law	10989	6	12
Navy Administrative Law Problems	10990	6	12

Chaplain Courses

The Navy Chaplain	10905	12	24
History of the Chaplain Corps, Part I	10906	6	12
History of the Chaplain Corps, Part II	10907	6	12

MSTS Course

Naval Overseas Transportation and Shipping Control	10972	12	24
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Bureau of Medicine and Surgery

The following courses are administered by the Bureau of Medicine and Surgery.

Requests for enrollment by all medical personnel other than dental personnel should be addressed to the Commanding Officer, U.S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md. Use form NavPers 992, changing "To" line appropriately.

Requests for enrollment by personnel of the Dental Corps should be addressed to the Commanding Officer, U.S. Naval Dental School, National Naval Medical Center, Bethesda 14, Md. Use form NavPers 992, changing "To" line appropriately.

These courses are all recommended for medical and dental officers.

Aviation Medicine Practice	10912	8	24
Clinical Laboratory Procedures	None	8	36
Combat and Field Medicine Practice	"	8	32
Functions of Officers of the Medical Department	"	7	12
Insect, Pest and Rodent Control	"	8	32
Medical Department Administration	10944	8	12
Medical Department Orientation	10943	6	12
Naval Preventive Medicine	None	12	36
Physical and Psychobiological Standards	"	12	36
Radical Defense and Atomic Medicine	"	12	36

COURSE	NAVPERS NUMBER	RETIRE- MENT & NO. OF PROMO- ASSIGN- TION MENTS POINTS	
Special Clinical Services (Dental)	None	8	32
Special Clinical Services (General)	"	8	32
Submarine Medicine Practice	"	8	32
Tropical Medicine in the Field	"	8	32
Frigid Zone Medical and Dental Practice	10997	—	12
Pharmacy and Materia Medica	10999	8	24

Chief of Naval Operations (OP 202)

The following communications supplementary activities courses are administered by the Chief of Naval Operations (OP 202). Requests for enrollment should be by official letter addressed to Chief of Naval Operations (OP 202), Navy Department, Washington 25, D. C.

These courses are available only to officers with designators 1610 and 1615.

Special Communications 1	None	—	12
Special Communications 2	"	—	12
Special Communications 3	"	—	12
Special Communications 4	"	—	12
Special Communications 5	"	—	12

Naval Submarine School

The following courses are administered by the U.S. Naval Submarine School. Enrollment is limited to submarine personnel.

Requests for enrollment should be addressed to Officer-in-Charge, U.S. Naval Submarine School, New London, Conn. Use form NavPers 994.

Basic Submarine Course	—	12	24
Advanced Submarine Course	—	12	36

Naval War College

The following courses are administered by the Naval War College. Enrollment is limited to lieutenants (junior grade) and above, or equivalent rank.

Requests for enrollment should be by official letter addressed to Head, Department of Correspondence Courses, Naval War College, Newport, R. I.

International Law (Regular)	—	8	48
International Law (Advanced)	—	4	24
Logistics	—	8	48
Strategy and Tactics	—	8	48
Operational Planning and Staff Organization	—	4	24

Industrial College of the Armed Forces

Requests for enrollment should be addressed, via official channels, to Commandant, Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington 25, D. C.

Emergency Management of the National Economy	—	—	48
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Changes in Courses for USN, USNR Officers

One new correspondence course has been added to the list of those available to officers, and another has been temporarily eliminated pending revision.

The new one is Aviation Medicine Practice, NavPers 10912, which is available to officers of the Medical Department. It carries 24 retirement and promotion points in the USNR program.

The course being revised is the Naval Intelligence course. Personnel currently enrolled in this one may complete it provided they finish it by the end of 1954.

Applications for enrollment in the aviation medicine course should be sent to the National Naval Medical Center, Bethesda 14, Md. Medical personnel should address the CO, U.S. Naval Medical School. Dental personnel should address the CO, U.S. Naval Dental School.

Check Your Eligibility for Post-World War II Medals, Awards

RECENT letters to ALL HANDS and the Medals and Awards Division of BuPers indicate that many Navymen are in doubt as to the eligibility requirements for theater and occupation awards that have been awarded since the end of World War II.

In an effort to clear the air of any misunderstandings, a run-down of eligibility, service and time requirements follows. However, since many of the time limits overlap, special attention should be paid to later parts of this article to insure that all requirements are met.

European-African-Middle Eastern Campaign Medal — Awarded for service in this area during World War II between 7 Dec 1941 and 8 Nov 1945. Thirty days in the area or any period of time in combat in the area entitle personnel to this award.

Asiatic-Pacific Campaign Medal — Awarded for service in this area during World War II between 7 Dec 1941 and 2 Mar 1946. Thirty days in the area or any period of time in combat in the area entitle personnel to this award.

Navy Occupation Service Medal — Established to commemorate service of personnel performing duty in the *occupation territories* of World War II enemies, subsequent to their surrender.

- **Europe:** The beginning date of eligibility here is 8 May 1945 (except where overlapping conditions exist. See section entitled "Overlap Periods for Medals.") No terminal date has been set, except for occupation duty in Italy, which ended on 14 Dec 1947, the day before the signing of the peace treaty. One day of permanent duty qualifies an individual for this award.

- **Asia:** Except where overlapping conditions exist, the beginning date

of eligibility is 2 Sep 1945 and the terminal date 27 Apr 1952, the date preceding the effective date of the peace treaty with Japan. Again, one day of permanent duty suffices for the time requirement. (If you think you're eligible for more than one medal, see the sections on Occupation Service Medal and Korean Service Medal under "Overlap Periods for Medals.")

China Service Medal (Extended) — Intended to recognize service performed in China subsequent to 2 Sep 1945. (See section entitled "Overlap Period for Medals" for exception to this beginning date). This medal comprises duty in Formosa. No terminal date has been announced. Some misunderstanding concerning this medal exists among naval personnel who are attached to units based at Okinawa. Some of these units have been credited with earning the medal, but only personnel who have actually made trips from Okinawa to China as members of the unit so credited are entitled to the China Service Medal.

Korean Service Medal — Intended to recognize service in Korea or in direct support of Korean operations. Beginning date is 27 Jun 1950; no terminal date has been announced. One day of permanent duty, 30 consecutive days or 60 nonconsecutive days of temporary duty entitle an individual to this award.

United Nations Service Medal — Issued by the United Nations. Regulations governing the issuance of the UN medal provide that all personnel who currently qualify for the Korean Service Medal automatically qualify for the UN medal. To determine the list of units eligible for the UN medal, the list of those units eligible for the Korean Service Medal may be used. However, it is possible that

a serviceman *could* qualify for the UN Medal but not the Korean Service Medal, since the time required in the area is slightly less stringent—one day of permanent duty entitles an individual to this award, 30 days of consecutive or 30 days of nonconsecutive temporary duty also qualify him.

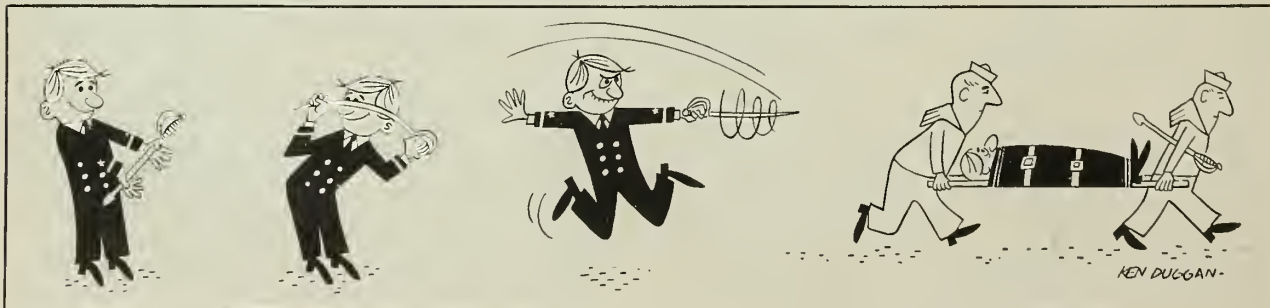
National Defense Service Medal — For all military personnel who were on active duty for a period of one day or more after 27 Jun 1950. No Terminal date has been announced. Note, however, that Naval Reserve *training duty* does not qualify you for this award.

Korean Presidential Unit Citation — Naval personnel are *not* authorized to wear this at present. It has been determined that this falls within the category of a foreign decoration, hence, Congressional approval is required. This has been requested and wide publicity will be given if it is approved.

In looking at the time limit of the various awards, it will be noted that in several cases there is an overlap period during which more than one medal could be awarded. Regulations provide, however, that "no more than one medal may be issued for the same period of time."

Overlap Periods for Medals

- The explanation of the overlap time in the *area campaign medal* and the *Navy Occupation Service Medal (Asia)* is simply this: In the Asiatic-Pacific area, the beginning date is 2 Sep 1945, but since the eligibility dates for the Asiatic-Pacific Campaign Medal are 7 Dec 1941 to 2 Mar 1946, there is a 6 months' overlapping period from 2 Sep 1945 to 2 Mar 1946. If an individual had not earned the Asiatic-Pacific Campaign Medal prior to 2 Sep 1945, and if that individual during this 6



	BEGINNING DATE for Area Campaign Medal	TERMINAL DATE for Area Campaign Medal		
EUROPEAN-AFRICAN MIDDLE-EASTERN Campaign Medal	7 DEC 41	8 NOV 45	Requeste 33 DAYS IN AREA OR ANY PERIOD OF TIME OF COMBAT DUTY	NO TERMINAL DATE SPECIFIED
Navy Occupation Service Medal (EUROPE)		8 MAY 45	9 NOV 45	OPEN
		8 MAY 45	ITALY 14 DEC 47	
		OVERLAP PERIOD BEGINNING DATE If you have earned campaign area medal prior to this date	BEGINNING DATE If you had not served in area and had not earned area campaign medal prior to 8 May 1945	TERMINAL DATE for Occupation Service Medal for service in Italy only
	BEGINNING DATE for Area Campaign Medal		TERMINAL DATE for Area Campaign Medal	
ASIATIC-PACIFIC CAMPAIGN MEDAL	7 DEC 41	Requeste 30 days in area or any period of time of combat duty	2 MAR 46	TERMINAL DATE for Occupation Service Medal (Asia)
Navy Occupation Service Medal (ASIA)		2 SEPT 45	3 MAR 46	27 APR 52 NO TERMINAL DATE SPECIFIED
CHINA SERVICE MEDAL (EXTENDED)		2 SEPT 45	3 MAR 46	OPEN
		BEGINNING DATES for Occupation Medal (Asia) and China Service Medal If you earned Area Campaign Medal prior to this date	27 JUN 50	Overlap Period: For service in Korea after 27 June 1950 or In support of Korean Operations, only the Korean Service Medal may be awarded (plus medals below) NO TERMINAL DATES SPECIFIED
KOREAN SERVICE MEDAL		In case of overlapping periods for medals individuals in Korean theater are not eligible for Navy Occupation Service Medal unless they earned it Before 27 Jun 1950	27 JUN 50	OPEN
UNITED NATIONS SERVICE MEDAL			27 JUN 50	OPEN
NATIONAL DEFENSE SERVICE MEDAL			27 JUN 50	OPEN

BEGINNING DATES

months' period was performing duty in occupation territory, he could not earn the Navy Occupation Service Medal during such period, but must use the whole time to earn the Asiatic-Pacific Campaign Medal; then on 3 Mar 1946, if he was *still* in the occupation territory, he would begin to earn the Navy Occupation Service Medal.

This does not mean that a prerequisite to the Occupation Medal is that an individual must have earned an Asiatic-Pacific Campaign Medal (which has been a common misinterpretation of paragraph 4, Section 51, of NavPers 15,790), but only that *during the overlapping period* he cannot earn both medals. In other words, a man who did not enter the service until after 2 Mar 1946 would not have had an opportunity to earn the Asiatic-Pacific Campaign Medal; but since any occupation duty he may perform subsequently would be during a period which would not overlap the dates of the Asiatic-Pacific Campaign Medal, he is free to earn the Navy Occupation Service Medal (Asia) immediately.

• This same interpretation ap-

plies to the regulations governing the issuance of the *Navy Occupation Service Medal (Europe)* and the overlapping *European-African-Middle Eastern Campaign Medal*. In this case the overlapping dates are from 8 May 1945 to 8 Nov 1945, and the same conditions apply as in the above case for Navy Occupation Service Medal (Asia).

• A similar overlapping situation may exist in the case of eligibility for the *China Service Medal (Extended)*. As in the case of the Navy Occupation Service Medal, if personnel were in China between 2 Sep 1945 and 2 Mar 1946 and had not previously earned the *Asiatic-Pacific Campaign Medal*, they must first have used this entire overlapping period to earn the Campaign Medal before they could begin to earn the China Service Medal (Extended).

• Between 27 Jun 1950 and 27 Apr 1952, both the *Korean Service Medal* and the *Navy Occupation Service Medal (Asia)* were authorized. However, any duty in support of the Korean conflict meant that the individual or unit was entitled to the Korean Service Medal, *not* the Occupation Medal.

Only those naval personnel actually on occupation duty are entitled to wear the Occupation Ribbon for this period. The large majority of ships and units in the Far East were in direct support of, or engaged in, fighting in Korea. Consequently these units *are not* entitled to the Occupation Medal unless they had earned it *prior* to 27 Jun 1950.

This includes naval forces in Japan who were supporting the Korean action.

Entries in service records authorizing both the Navy Occupation Service Medal (Asia) and the Korean Service Medal for service *subsequent* to 27 Jun 1950 are erroneous.

NavPers 15,790, which will be available in a revised edition soon, is the published source of information regarding units eligible for all medals.

In cases where doubt exists after consulting the new edition, requests for information should be directed to the Chief of Naval Personnel, or to the Commander Naval Forces, Far East, the sole delegated authority in the Far East for determining eligibility of units.

"Victory at Sea" Film Series Is Now Available for Showing On Ships and at Naval Activities

Navy men aboard ship now have a chance to see films of the successful television series "Victory at Sea." The films, which show the history of the U.S. Navy in World War II, are being distributed to Navy Motion Picture Exchanges and are available for limited showings.

The entire "Victory at Sea" series has already been televised and is currently being shown for a second time. In addition a feature length motion picture is being released for theater distribution.

Since the commercial showing of these films might be jeopardized if prints were also shown publicly by the Navy, an agreement has been reached which limits showings of the films by the Navy as follows:

- Showings of the programs in the continental U.S., including ships in U.S. ports, must be limited to service personnel, which may include Naval Reservists on inactive duty and authorized civilian employees of the Navy.

- Showings in station theaters where admission is charged are prohibited.

- At foreign stations, and aboard ship in foreign ports, audience restriction may be waived, provided that the episodes are shown as motion pictures under Navy auspices and supervision. If Navy facilities are lacking, or inadequate, non-Navy property may be used, provided the films are never out of Navy custody.

The following films are now available for use by Navy activities:

Design for War MN-7308a
Pacific Boils Over MN-7308b
Sealing the Breach MN-7308c
Midway is East MN-7308d
Mediterranean Mosaic MN-7308e
Guadalcanal MN-7308f
Rings Around Rabaul MN-7308g
Mare Nostrum MN-7308h
Sea and Sand MN-7308i
Beneath the Southern

Cross MN-7308j
Magnetic North MN-7308k
The Conquest of

Micronesia MN-7308l
Killers and the Killed MN-7308p
Battle of Leyte MN-7308s

Distribution of the films will continue over a period of several months until all 26 episodes are available.

These films are not being shipped in numerical order.

Navy Wives Club Establishes Scholarship Fund for Sons and Daughters of Enlisted Personnel

A special scholarship fund has been instituted by the Navy Wives Club for sons and daughters of enlisted personnel, with the first award to be made this spring.

The award will be in the form of an outright grant to be made in the sum of at least \$250 per academic year for the candidate selected. The money will be paid directly to the school selected by the applicant.

To be eligible for the award the applicant must be the child, legally adopted child or stepchild of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty or retired with pay. A child or stepchild of a deceased enlisted man of the above categories also qualifies for the award.

He or she must be a high school graduate or the equivalent. Those who will graduate prior to the beginning of the next academic year are also eligible as are those applicants already working at the college level.

Other factors to be considered in the selection made are scholastic standing, good moral character and physical capacity to complete the courses undertaken.

The final choice will also take into consideration the need of financial assistance to further the education of the applicant.

Forms necessary to apply for this scholarship may be obtained from the Bureau of Naval Personnel (Attn: Pers G212), Washington 25, D. C., or the secretary of any of the Navy Wives Clubs. Deadline for the submission of the application forms is 15 May of the year in which the applicant plans to enter college.

This is one of various services and benefits the Navy Wives Club offers the Navy family. Organized to promote welfare, social and educational programs for the Navy wife and her family, the club is made up of wives of enlisted men of the Navy, Marine Corps and the Coast Guard and the Reserve Units of those services. Wives of enlisted men honorably discharged, retired or transferred to the Fleet Reserve and widows of enlisted men honorably discharged are also eligible for membership in the organization.

WHAT'S IN A NAME

St. Elmo's Fire



Weird and startling phenomena you are likely to encounter on a tour of sea duty, and especially during stormy weather, are "corposants"—more popularly known as "St. Elmo's Fire."

St. Elmo (or St. Ermo), a bishop of central Italy, was venerated by mariners centuries ago. At sea, during a bad storm, he

was taken very ill. He told the frightened mariners, as he was dying, that he would appear if they were destined to be saved from the storm. After his death, according to the legend, a light appeared at the masthead, and was named for him.

Scientifically speaking, this phenomenon is caused by differences of electrical potential between the atmosphere and objects on the earth's surface. It occurs in the form of glowing flames of electrical discharges at the ends of masts and yardarms, and sometimes even on the finger-tips of the observer, who would feel nothing more than possibly a slight tingling sensation. These discharges are usually accompanied by a crackling or hissing sound.

The phenomenon of corposants is by no means confined to the sea. In fact, it is more frequently observed on mountain tops. The land-based sailor is apt to see the ghostly lights on the high projecting points of steeples and lightning rods of churches and other buildings. He may also see them coming from aircraft.

Congressional Action Taken On Bills of Importance To the Naval Establishment

Here is the latest round-up of legislation of interest to naval personnel to come out of the second session of the 83rd Congress.

This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The summary includes Congressional action covering the month since the last round-up.

Further information on some of the more important pieces of legislation affecting the Navy, when they are enacted, will be carried in the magazine.

Missing Persons — Public Law 291 (evolving from H.R. 7209 and S. 2803): extends for another year the provisions of the Missing Persons Act which concerns persons missing, missing in action, interned in a foreign country or captured by an enemy or hostile force.

Academy Appointments — H. R. 4231: passed by House; would increase the number of appointments to the military and naval academies from the "U. S. at large" and would specify that these added appointments be allotted to sons of individuals who died as the result of active service in the armed forces of the nation in World War I, World War II and the Korean war.

Unlawful Medals — H. R. 459: passed by House; would increase the penalty for wearing, manufacturing or selling any medal, badge, ribbon, or lapel button issued to members of the armed forces, except under specific regulations laid down by the President or such persons as he may designate. Anyone who violated this regulation would be liable to punishment by fine of \$1000, imprisonment for one year, or both.

Limitations on Officers — H. R. 7103: introduced; would provide for a limitation on the number of officers who may serve in the commissioned grades of the Army, Navy, Air Force and Marine Corps. It would substitute for the present flat percentage of officer strength, a table of numbers of officers above the grade of lieutenant allowed for various total officer strength levels. The bill is based on the principle that

New Enlisted Correspondence Courses Available

Thirteen new Enlisted Correspondence Courses have been made available for all enlisted personnel, on active or inactive duty.

These courses serve as a means of studying naval subjects for the rates indicated and also may be substituted for completion of a Navy Training Course.

You may take these courses by seeing your division officer or your education officer and asking for an Application for Enlisted Correspondence Course (NavPers 977).

Reservists on inactive duty re-

quest NavPers 977 from their naval district commandant or Naval Reserve training center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

For a full listing of the other available courses see *ALL HANDS*, January 1954. Here are the new courses:

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
*Aircraft Structures	91620-1	AM, AMH, AMS
*Armed Forces Newspaper Editor's Guide	91456-1	JO
Chemical and Biological Warfare Defense	91211	All rates and ratings
Machinist's Mate 3	91501	MM, MMG, MML, MMR
Machinist's Mate 2	91502	MM, MMG, MML, MMR
Molder 3	91533	ML
Molder 2	91554	ML
*Printer 3	91477-1	LI, LIP, LIT, PI
*Printer 2	91478-1	LI, LIP, LIT, PI
The Shore Patrolman	91468	All ratings
Torpedoman's Mate (E) 1	91305	TM, TME, TMS, TMT
Chief Torpedoman's Mate (E)	91307	TM, TME, TMS, TMT
Tradesman	91658	TD, TDI, TDR, TDU, TDV
*Available for repeat credit.		

as the size of the Navy, for example, increases, the proportion of senior officers in it will decrease. If enacted, the legislation would provide permanent "guide lines" to replace certain arbitrary limitations attached to the last three Defense appropriation acts. It would also repeal current restrictions on the voluntary retirement of Regular Navy officers.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 11.

- (b) Tactical Command Ship.
She was formerly rated as a "Cruiser, Task Fleet Command Ship."
- (c) USS *Northampton*. Her designation is CLC 1.
- (c) Thief Knot.
- (a) Square Knot.
- (c) F7U-3 *Cutlass*.
- (a) Air combat.

Pay Raise — H. R. 7489: introduced; would provide for a "cost-of-living" pay increase (or decrease) for members of the armed forces. Basic pay of members of the armed forces would be raised or lowered in accordance with the movements of the Consumer's Price Index of the Bureau of Labor Statistics. This bill is independent legislation, not sponsored by the Department of Defense.

Officer Integration — H. R. 6725: introduced; would extend the authority of the Navy and Marine Corps to continue current policy (temporarily in abeyance) of transferring to the Regular Navy or Marine Corps officers of the Naval Reserve or temporary officers.

Enlisted Contracts — H. R. 7788 and S. 2906: introduced; would provide that the enlistment contract or period of obligated service of a member of the armed forces shall

not terminate by reason of his appointment as a cadet or midshipman at the Military Academy, Naval Academy, NROTC course or Coast Guard Academy. Should such a person be later separated from an Academy, he would revert to his former enlisted status.

Import Quotas — H. R. 7773: introduced; would increase from \$300 to \$800 the amount of articles acquired aboard by U. S. residents which may be brought into this country duty-free.

Dual Compensation — Public Law 300 (evolving from H. R. 5959): Exempts commissioned officers retired for disability (1) incurred in combat with an enemy of the U. S., or (2) caused by "an instrumentality of war" and incurred in line of duty from the limitation on the amount of compensation that may be drawn as the result of the combination of retired pay and salary drawn as an employee of the United States government.

Latest List of Films Ready for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in February.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Stranger Wore A Gun (1362) (T): Western, Randolph Scott, Claire Trevor.

Border River (1363) (T): Western; Joel McCrea, Yvonne DeCarlo.

Affair With A Stranger (1364) Comedy Drama; Jean Simmons, Victor Mature, Monica Lewis.

Royal African Rifles (1365) (T): Adventure; Louis Hayward, Veronica Hurst.

Torch Song (1366) (T): Musical Drama; Joan Crawford. Michael Wilding, Gig Young.

Calamity Jane (1367) (T): Musical Comedy; Doris Day, Howard Keel, Allyn McLerie.

Ghost Ship (1368): Maritime Mystery; Hazel Court, Dermot Walsh.

Geraldine (1369): Musical; John Carroll, Mala Powers.

Charge At Feather River (1370) (T): Western; Guy Madison, Helen Westcott, Frank Lovejoy.

All The Brothers Were Valiant (1371) (T): Love and Adventure;

Navy Relief Society: Half a Century of Aid

Starting on its second half-century of service to naval personnel, the Navy Relief Society has announced that more than \$4,000,000 was loaned or granted to nearly 65,000 individuals during 1953.

Operating primarily on money received from benefits and direct contributions from naval personnel and their families during their annual drive from 4 May to 6 June, the Society stands ready to assist financially—and with other services—all Navy and Marine personnel and their dependents in time of need.

Basic purpose of the organization is to help personnel in time of real need. Loans or grants for the luxuries of every day living are not considered, but in any case involving real hardship the organization is quick to lend a helping hand.

The Society does not consider its help as charity, but rather as aid from the naval family as a whole to those of its members who may find themselves in temporary difficulty of a serious nature.

Financial assistance takes the form of an outright grant, a loan without interest (usually to be repaid by a small monthly allotment) or a com-

bination of the two depending upon the factors of each particular case. In almost all cases, aid to dependents of deceased personnel is in the form of a grant.

A report of the Society's operations in 1953 revealed that outright grants or gratuities were made in the amount of \$348,723 in 5777 cases. Loans were converted to grants in another 1531 cases, amounting to \$95,610. Emergency assistance in the form of loans as provided in 58,976 cases to a total of \$3,752,478. Another \$175,746 in loans outstanding were written off as "uncollectable."

Individual Navymen supply the backbone of contributions to the Society in the annual drive for funds along with various benefits, balls and the like. In 1953 the combination of individual contributions and benefits amounted to \$1,244,179.

A few of the leading ships by types in last year's Navy Relief Society drive (space makes it impossible to list all the contributors) were: *Valley Forge*, \$4864; *Bataan*, \$767; *Point Cruz*, \$751; *Missouri*, \$814; *Northampton*, \$1325; *Hale*, \$700; *Burrfish*, \$75; *Cascade*, \$1200;

Adirondack, \$1134; *Haven*, \$603; *Lenaewee*, \$750; and *Orion*, \$419.

The society's auxiliary offices also went all out and were successful in fund raising activities. San Diego retained the Number One position with a total of \$107,000. The District of Columbia came in second with \$68,000. Other leading contenders for the most successful were Camp Pendleton, with \$59,000; Camp Lejeune, with \$55,000 and Pennsylvania with \$52,000.

A breakdown of the Navy Relief organization shows that there are 47 auxiliary offices and 52 branches in active operation. A total of 2396 active volunteers man the different offices combined with 23 social workers, 29 visiting nurses and 53 clerical workers employed by the Society. All of these are ready and willing to help naval personnel at any time.

In any instance where naval personnel or their dependents are in an area not served by any of the auxiliaries or branches they can request aid by letter or telegram direct to the headquarters, Navy Relief Society, Navy Department, Washington 25, D.C.

Robert Taylor, Ann Blyth, Stewart Granger, Betta St. John, Keenan Wynn.

Fighter Attack (1372) (T): War Melodrama; Sterling Hayden, J. Carrol Naish.

Forever Female (1373): Comedy Drama; William Holden, Ginger Rogers, Paul Douglas, Pat Crowley.

Bad For Each Other (1374): Drama; Charlton Heston, Elizabeth Scott.

Mogambo (1375) (T): Romantic Adventure; Clark Gable, Ava Gardner, Grace Kelly.

Gun Fury (1376) (T): Western; Rock Hudson, Donna Reed, Phil Carey.

Give A Girl A Break (1377) (T): Musical Comedy; Marge and Gower Champion, Debbie Reynolds.

Cease Fire (1378): War Drama; A cast of real soldiers picked from a line company in Korea, headed by Capt. Roy Thompson, Jr., and Cpl. Henry Goszkowski.

and procedures to be followed concerning the release of information on military personnel involved in accidents within the continental U.S.

No. 1306.41—Gives the policy concerning the use of steward ratings in officers' messes afloat and ashore.

No. 1320.6—Gives instructions for travel orders of U.S. armed forces personnel to NATO nations.

No. 5211.6—Makes a change in administrative procedure for maintaining officer and enlisted complements on ships and stations.

No. 1520.32—Brings up to date the list of schools under the control of BuPers available for officer training, giving the course length, reporting procedure and how commanding officers may obtain their quotas.

BuPers Notices

No. 1520 (2 Feb 1954)—Requests applications from Supply Corps officers, lieutenant (junior grade) through commander, for the course in Freight Transportation and Traffic Management at Oakland, Calif.

No. 1120 (2 Feb 1954)—States that permanently commissioned unrestricted line officers of the Regular Navy in grades of lieutenant through commander may apply for a change of designation to EDO, AEDO or SDO, if qualified.

No. 1120 (11 Feb 1954)—Requests applications from qualified male Naval Reserve officers on active duty for appointment to the grade of ensign or lieutenant (junior grade), 2305, in the fields of podiatry, bacteriology and entomology in the Medical Service Corps.

No. 1710 (12 Feb 1954)—Concerns Navy participation in the National Midwinter Pistol Championship Matches.

No. 1900 (16 Feb 1954)—Adds another activity to the list of those to which naval personnel may be transferred for separation.

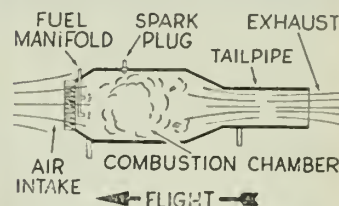
No. 1560 (17 Feb 1954)—Sets forth certain details in USAFI instructor hire program.

No. 1433 (25 Feb 1954)—Concerns discontinuance of the term "temporary" and removal of the abbreviation "T" for chief petty officers of the Naval Reserve, Fleet Reserve and Retired List.

No. 1700 (25 Feb 1954)—Gives details on two scholarships for children of Navy or Marine Corps personnel.

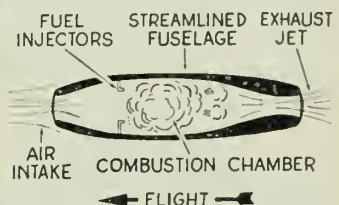
Do you know your jet power plants? Here are the three basic types used in aircraft and guided missiles by the Navy.

Pulse Jet—This one uses oxygen from the atmosphere for combustion. Air enters the front, fuel is injected and



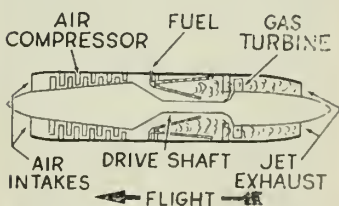
the mixture ignited by an electric spark. The shutters in the front of the engine are forced shut by the combustion pressure and the thrust-producing gases exhausted through a nozzle. The departing gases create a suction which opens the shutters and the cycle is repeated. Used in guided missiles.

Ram Jet—This one is a continuous firing engine. Air is fed into the combustion chamber from the front. It expands and speeds on its way as a result of the combustion of the fuel.



The thrust creates increasing speed which in turn creates greater compression of the air entering through the front. Thus, the cycle continues. Used in guided missiles.

Turbo Jet—Similar to the ram jet except the turbo jet increases the air supply to the combustion chamber



through the action of a turbine-driven compressor. The turbine in the exhaust section drives the compressor in front by a connecting shaft. This added compression of the air in the combustion chamber gives better fuel economy. Used mostly in aircraft propulsion as it readily lends itself to various combinations with propeller drives.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

BuPers Instructions

No. 1088.3A—Sets forth the policy



"Nothing to be alarmed about, sir. They're just teaching that new men to drive the fork lift."

—C. W. Keiningham, SK3, USN

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ MCEACHERN, Harold O., LTJG, USNR, serving in Helicopter Squadron One on 5 Aug 1952. Participating in the rescue of a downed pilot deep in enemy territory, Lieutenant, junior grade, McEachern maneuvered his aircraft an estimated 60 miles inland at tree-top level through intense hostile ground fire and effected the rescue of the downed aviator from a position in precipitous terrain that afforded the helicopter less than four feet of clearance for take-off. Although an increasingly accurate antiaircraft barrage severely damaged the aircraft and caused it to spin completely around, he succeeded in recovering full control and, electing to continue directly on course despite a dangerously low fuel supply, expertly piloted his damaged helicopter through heavy overcast and withering hostile fire to carry out a successful night landing.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ AVERRA, Ray, HM3, USNR, serving with a Marine Infantry Battalion on 24 Apr 1951.
 ★ BONNER, Robert A., LT, ChC, USN, serving with a Marine Artillery Regiment from 15 to 27 Sep 1950.
 ★ CASTLE, Ernest G., LTJG, USN, serving in USS *Chatterer* (AMS 40) on night of 5 May 1952.
 ★ CURPINSKI, Robert B., HN, USN, serving with a Marine Engineer Company on 2 Dec 1950.
 ★ DAVIS, William C., LTJG, MC, USNR, attached to a Marine Infantry Battalion on 2 Jun 1951.
 ★ DUFFY, Gilman D., HM3, USN, attached to a Marine Infantry Company on 19 Apr 1953.
 ★ EWING, Troy G., HM3, USNR, attached to a Marine Rifle Company on 10 Jun 1951.
 ★ HINNANT, Worth M., HM1, USN, serving with a Marine Infantry Battalion on 2 Jun 1951.
 ★ HOLLOWAY, Raymond R., HM3, USN,

attached to a Marine Infantry Company on 1 Mar 1951.

★ INGRAM, Jack W., Jr., LTJG, USNR (posthumously), serving in Fighter Squadron 151 on 25 Jul 1953.
 ★ LEE, Ted J., AL3, USN, member of a helicopter crew on 5 Aug 1952.
 ★ MARTINEZ, William E., HM2, USN, attached to a Marine Infantry Company on 5 Apr 1951.
 ★ McELROY, James A., HN, USN, serving with a Marine Infantry Company on 11 Sep 1952.
 ★ MCKEAN, James L., HN, USN, serving with a Marine Infantry Company on 23 Mar 1953.
 ★ MIDDLETON, John D., LTJG, USN, serving in Fighter Squadron 781 on 18 Nov 1952.
 ★ MILLER, William S., HM3, USN, attached to a Marine Infantry Company on 9 Dec 1950.
 ★ MINTER, Henry C., Jr., HM3, USN, serving with a Marine Infantry Company from 28 to 30 Mar 1953.
 ★ NEWMAN, Thomas A., Jr., LTJG, ChC, USNR, serving with a Marine Infantry Battalion on 26 and 27 Mar 1953.
 ★ RALSON, Eldon, HM3, USN, serving with a Marine Infantry Company on 28 Mar 1953.
 ★ REESE, William E., HN, USN, serving with a Marine Infantry Company on 7 and 8 Mar 1951.
 ★ ST. AMAND, Gilbert E. J., HM3, USN, attached to a Marine Infantry Company on 12 Jun 1951.
 ★ THORIN, Duane W., AMC., USN, serving in Helicopter Squadron One on 8 Feb 1952.
 ★ WILLIAMS, Elmer R., LT, USN, serving in Fighter Squadron 781 on 18 Nov 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

★ ADY, Howard P., Jr., CDR, USN, Commander Carrier Air Group 101 from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.
 ★ ASHFORD, George W., CAPT, USN, Chief of Staff to Commander Service Squadron Three from 14 Mar to 27 Jul 1953. Combat "V" authorized.
 ★ CAMPBELL, Herbert J., CAPT, USN, Chief of Staff to Commander Cruiser

Division One from 4 Mar to 27 Jul 1953.

★ CASWELL, Gordon L., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 12 May to 27 Jul 1953. Combat "V" authorized.
 ★ CONN, John P., CDR, USN, on the staff of Commander Carrier Division Three and Commander Task Force 77 from 4 Jan to 27 Jul 1953. Combat "V" authorized.
 ★ COOK, Harry E., Jr., CDR, USN, on the staff of Commander Carrier Division One and Commander Task Force 77 from 17 Nov 1952 to 27 Jul 1953. Combat "V" authorized.
 ★ FULLER, Robert P., CDR, USNR, on the staff of Commander Carrier Division Five from 14 Sep 1952 to 22 Apr 1953. Combat "V" authorized.
 ★ GALLAGHER, Harry J., CDR, USN, Commander Mine Division 11 from 28 Jan 1952 to 1 Feb 1953. Combat "V" authorized.
 ★ GALLES, Thomas E., LTJG, USN, attached to the staff of Commander Mine Squadron Three from 22 Jul 1952 to 10 Jun 1953. Combat "V" authorized.
 ★ HALL, Robert N., CDR, USNR, Commander Mine Division 74 and, also, Task Element Commander in charge of all mine sweepers on the east coast of Korea from 13 Aug 1952 to 1 Jan 1953. Combat "V" authorized.
 ★ HOLLINGSWORTH, William R., CAPT, USN, CO of USS *Princeton* (CVS 37) from 27 Feb to 18 May 1953. Combat "V" authorized.
 ★ JOHNSON, Cecil V., CDR, USN, Commander Carrier Air Group Five from 2 Jan to 5 Jun 1953. Combat "V" authorized.
 ★ JONES, Allen, CDR, ChC, USNR, Wing Chaplain of the First Marine Aircraft Wing from 26 Jun to 1 Nov 1953.
 ★ KUNTZE, Archie C., LCDR, USN, on the staff of Commander Seventh Fleet from 12 May 1952 to 27 July 1953. Combat "V" authorized.
 ★ LARKIN, Richard A., CAPT, USN, Chief of Staff to Commander Cruiser Division Five from 21 Nov 1952 to 24 Feb 1953. Combat "V" authorized.
 ★ LINAWEAVER, Walter E., CAPT, USN, Commander East Coast Blockade and Escort Force from 10 to 30 Aug 1952 and from 26 Sep to 18 Oct 1952. Combat "V" authorized.
 ★ LOYALL, Julius A., CDR, USN, CO of USS *Rowan* (DD 782) from 14 Apr to 27 Jul 1953. Combat "V" authorized.
 ★ LUKINS, Frederick B., CDR, DC, USN, serving with a Marine Division from 22 Nov 1952 to 31 Jul 1953. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"Far heroism or extraordinary achievement in aerial flight..."

- ★ SCHEXNAYDER, John E., AO2, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 11 Feb 1951.
- ★ SHUGART, Kenneth L., LTJG, USN, serving in Fighter Squadron 54 on 14 Sep 1951.
- ★ SELLS, Warren H., LT, USN, serving in Composite Squadron Three on 9 Mar 1952.
- ★ SHIRLEY, Edward A., AOC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 2 Feb 1951.
- ★ SCHMIDT, Robert W., AL1, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 27 Feb 1951.
- ★ SHIPMAN, Joseph, AL1, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 12 Feb 1951.
- ★ SIMONDS, Bruce T., CDR, USN (missing in action), CO of Attack Squadron 702 on 26 Sep 1952.
- ★ SLAVEN, Earl K., ADC, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Feb 1951.
- ★ SMALE, Gordon F., CDR, USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 16 Jan 1951.
- ★ SMITH, John E., LT (then LTJG), USN, pilot of a photographic reconnaissance plane from 10 to 14 Apr 1951.
- ★ SOMERVILLE, Richard T., LTJG, USNR, serving in Composite Squadron 61 on 3 Sep 1951.
- ★ SPRIGG, Rodney S., Jr., LT, USNR, serving in Fighter Squadron 781 on 24 Jul 1951.
- ★ STANLEY, Henry M., LTJG (then ensign), USNR, serving in Patrol Squadron 42 from 22 Aug 1950 to 30 Jan 1951.
- ★ SUTTON, Paul, AO2, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 7 Jan 1951.
- ★ THOMPSON, James J., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 6 Jan 1951.
- ★ TIERNAN, Bernard F., LTJG, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.
- ★ TREADWELL, Archie B., LTJG, USN, serving in Fighter Squadron 172 on 2 Jan 1952.
- ★ TUFFANELLI, George T., LT, USN, serving in Helicopter Squadron Two on 11 Jul 1951.
- ★ TUOMELA, Clyde H., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 30 Jan 1951.
- ★ TWITE, Martin J., Jr., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 28 Aug 1950 to 1 Feb 1951.
- ★ VAYO, Herbert E., AL1, USN, serving in Patrol Squadron 42 from 23

Aug 1950 to 20 Jan 1951.

- ★ ZIEGLER, James G., Jr., AD1, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 30 Jan 1951.
- ★ ZIEMBA, Anthony M., LCDR (then lieutenant), USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 31 Jan 1951.

Gold star in lieu of second award:

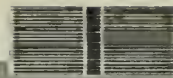
- ★ AILLAUD, Emmett R., ENS, USN, serving in Fighter Squadron 54 on 4 Sep 1951.
- ★ BRIGGS, Vergal M., AL1, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 14 Jan 1951.
- ★ CURRY, Nathan E., LT, USN, serving in Fighter Squadron 53 on 29 Oct 1951.
- ★ EVANS, Freddie L., LT, USNR, serving in Fighter Squadron 54 on 29 Oct 1951.
- ★ FANT, Patrick M., LTJG, USNR, serving in Attack Squadron 702 on 20 May 1951.
- ★ LECKLIDER, Russell P., LCDR, USN, serving in Fighter Squadron 54 on 4 Sep 1951.
- ★ McMULLEN, Birton E., LT, USN, serving in Helicopter Squadron One on 13 Jun 1952.
- ★ RIEBELING, Herbert A., LTJG, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.
- ★ RISER, Roy, LT (then LTJG), USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 8 Jan 1951.
- ★ SHUGART, Kenneth L., LTJG, USN, serving in Fighter Squadron 54 on 29 Oct 1951.
- ★ STRICKLAND, Gordon E., ENS, USNR, serving in Fighter Squadron 54 on 29 Oct 1951.
- ★ TUFFANELLI, George T., LT, USN, serving in Helicopter Squadron Two on 5 Oct 1951.
- ★ WHITE, Jackson, LT, USN, serving in Carrier Air Group 102 on 2 Sep 1951.



NAVY AND MARINE CORPS MEDAL

"Far heroic conduct not involving actual conflict with an enemy..."

- ★ ABBOTT, Richard J., AO3, USN, attached to Fighter Squadron 821 on 14 Dec 1952.
- ★ BABEL, Lynus A., BT2, serving in USS *Bennington* (CVA 20) on 27 Apr 1953.
- ★ BERGER, Robert E., LTJG, USNR (posthumously), attached to Composite Squadron Four, Detachment Six, on 17 Jun 1953.
- ★ FLOYD, Edwin O., AOAN, USN, attached to Fighter Squadron 821 on 14 Dec 1952.
- ★ VIVEROS, Lloyd S., AO3, USN, attached to Fighter Squadron 821 on 14 Dec 1952.



BRONZE STAR MEDAL

"Far heroic or meritorious achievement or service during military operations..."

Gold star in lieu of second award:

- ★ HIRD, Louis, R., CDR, USN, on staff of Commander Carrier Division Five from 29 Oct 1951 to 11 Jun 1952.
- ★ IARNOBINO, Charles A., CDR, USN, serving in USS *Princeton* (CVS 37) from 5 Dec 1950 to 10 Aug 1951. Combat "V" authorized.
- ★ LAMPE, James S., LT, USN, leader of a Relief Landing Party on 29 Nov 1951. Combat "V" authorized.
- ★ LORD, Edwin E., III, CDR, USN, CO of USS *Waller* (DDE 466) from 15 Jun to 1 Nov 1951. Combat "V" authorized.
- ★ MORSE, Leonard T., CAPT, USN, Naval Liaison Officer, Joint Operations Center, Korea, from 10 Sep 1951 to 16 Feb 1952.
- ★ ONSTOTT, Jacob W., CDR, USN, CO of Carrier Air Group 11 from 25 Jan to 6 Jul 1952. Combat "V" authorized.
- ★ PARKER, Ralph C., Jr., CDR, MC, USN, serving in USS *Consolation* (AH 15) from 16 Aug 1950 to 30 Apr 1951.
- ★ PRAY, Ralph M., CAPT (then CDR), USN, serving in USS *Essex* (CVA 9) from 22 Aug 1951 to 12 Jan 1952. Combat "V" authorized.
- ★ RABORN, William F., Jr., CAPT, USN, CO of USS *Bairoko* (CVE 115) from 29 Nov 1950 to 1 Aug 1951.
- ★ SMITH, Richard W., CAPT, USN, Commander Service Division 31 from 26 Jul 1951 to 15 Mar 1952. Combat "V" authorized.
- ★ SMITH, Rodman D., CAPT, USN, CO of USS *Rochester* (CA 124) and Task Element Commander of several important gun strikes, from December 1951 to January 1952. Combat "V" authorized.
- ★ SPEAR, L. P., CDR, USN, CO of USS *Alfred A. Cunningham* (DD 752) on 17 Jul 1951. Combat "V" authorized.

Gold star in lieu of third award:

- ★ CHISTIE, Gerald L., CDR, USN, Commander, Task Element 95.21 and CO of USS *Frank E. Evans* (DD 754) from 27 Jun to 13 Jul 1951. Combat "V" authorized.
- ★ GROVEHMAN, William H., CAPT, USN, Task Group Commander of the Naval Forces from 11 Nov to 11 Dec 1951. Combat "V" authorized.
- ★ LAMPE, James S., LT, USN, on staff of Commander East Coast Blockade and Patrol Group, and attached to staff, Commander Naval Forces, Far East, from 20 Jun to 14 Nov 1951. Combat "V" authorized.
- ★ MEOLA, Vincent J., CAPT, USN, CO of USS *Polaris* (AF 11) from 1 Feb to 13 Nov 1951. Combat "V" authorized.

BOOKS:

SPRING READING LIST OFFERS VOLUMES OF FACT AND FICTION

YARNS mixing both fact and fiction in modern and medieval times are sprinkled among the books now on their way to ship and shore libraries. Here are reviews of some of the latest volumes chosen by BuPers library staff:

• *The Jungle Seas*, by Rear Admiral Arthur A. Ageton, USN (Ret.); Random House.

As this salty Navy yarn, set in the Pacific during World War II, begins, we meet LT Jerry Doyle, "exec" of *USS Hale*.

Hale, a tin can skippered by irascible Walt Snow, is in port at Noumea undergoing repairs sustained in a Solomons engagement. After an eventful interlude in port, *Hale* goes out to sea again—only to find itself again battered by Japanese forces.

The destroyer is abandoned and Doyle winds up on an island with five other survivors. Injured by the blast when the ship went down,

Doyle orders the others to leave him and try to escape. All but one—an enlisted man named Rogers—are shot by an enemy patrol. Rogers makes his way back to Doyle and the two set out to harass the enemy. Eventually they are rescued by American airmen and returned to Noumea.

Returning to full duty, Doyle soon finds himself a lieutenant commander, in command of a new destroyer, with more adventures ahead.

The author—well known for his navigational studies and nautical books—is an Academy man, class of 1923. He served as executive officer of *USS Washington* during World War II, when he first began this novel. He later commanded simultaneously two LST flotillas and amphibious task groups in the invasions of Leyte, Lingayen Gulf and Okinawa.

★ ★ ★

• *The Lights of Skaro*, by David Dodge; Random House.

Ever since the William Oatis incident, novels and short stories have been pouring forth on the "American correspondent behind the iron curtain" theme. This is another such novel.

This particular yarn has to do with Jess Matthews and Cora Lambert whom you first meet trying to escape from the "People's Free Federal Republic" disguised as goat-herders.

Flash-back style, you learn of strange goings-on in the communist distatorship. Prominent people have escaped, under unusual circumstances, to tell their stories to the western world. The Minister of the Interior, Yoreska, and Chief of Security, Bulic are contending for the number one spot. Much bloodshed is in prospect. Jess and Cora are soon blacklisted.

Little by little you are able to piece together the "big story" Jess and Cora have as they flee from the secret police at the border town of Skaro.

The locale of this suspense story is a composite of several Balkan countries put together by a man who has spent years in Europe with occasional incursions through the iron curtain.

• *The Spider King*, by Lawrence Schoonover; The MacMillan Company.

This is a novelized account of the life and times of Louis XI, nicknamed the "Spider King" of France because of his spindly, slightly bowed legs.

As dauphin, or crown prince, Louis had made quite a name for himself as a fighter. Ambitious and tyrannical, he made several attempts against his father's throne. Eventually he was forced to take refuge with Philip the Good, Duke of Burgundy, until the death of King Charles VII in 1461.

While king, Louis took great pains to strengthen the central authority in France and to relieve the anarchical conditions which prevailed.

He got himself involved in many "deals" on and off the battlefield and on one occasion was taken prisoner by Duke Charles the Bold. Forced to sign a humiliating treaty, Louis obtained his freedom and the treaty was never enforced.

Navymen who like plenty of adventure, intrigue, politics and romance of the swashbuckling variety with a spoonful or two of history to boot will find this volume to their taste.

★ ★ ★

• *The Tirpitz*, by David Woodward; W. W. Norton and Company.

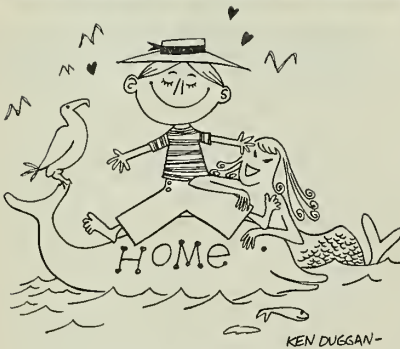
Allied shipping suffered great losses at the hands of the Germans throughout much of World War II. The U-boat menace, and great warships like *Scharnhorst* and *Tirpitz* will be remembered for many years.

This book is an attempt to tie together the last months of the German navy and the battle for the North Atlantic, with emphasis on the role of *Tirpitz*.

One of the biggest warships in the western hemisphere at the time, *Tirpitz* had been the object of many attacks by Allied forces. Frogmen tackled her. Midget submarines tried to get at her. High-level bombers and mountain-skimmers went after her. Finally, when the vaunted Luftwaffe failed to cover her, the RAF "Dam-Buster" squadron dropped two 10,000-pound bombs through *Tirpitz's* deck.

This volume adds another bit to the growing collection of information concerning World War II naval history. Navymen, especially old-timers who helped fight the battle of the Atlantic, will find lots of interest.

SONGS OF THE SEA

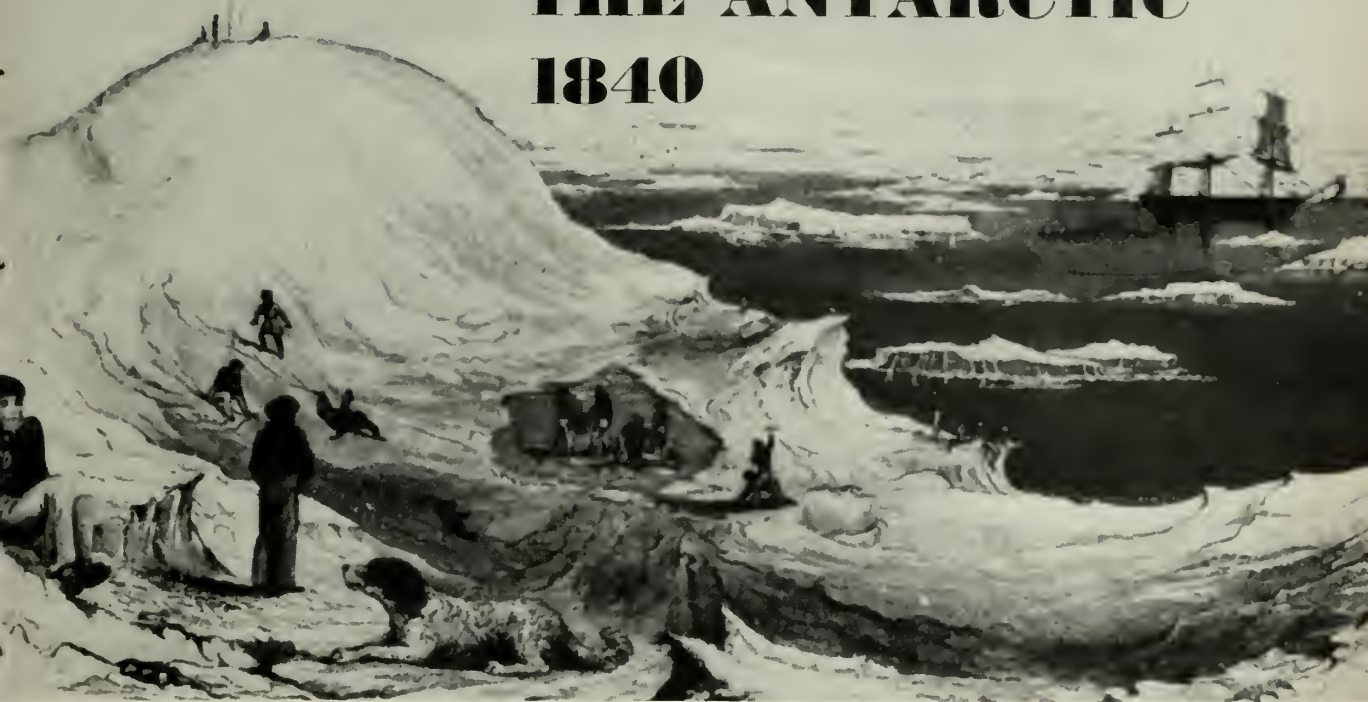


I Love to Roam

I love, I love to roam
O'er the broad Atlantic billow,
It has ever been my home
And shall rock my dying pil'ow;
There's joy upon the living deep
That landsmen never knew to listen
To the piping wild-wind's roar,
And the groaning wave below;
I cannot live upon the shore,
It is no home for me,
My home is 'mid the joyous roar
Of the ever rolling sea.

—Old Naval Song

EXPLORING THE ANTARCTIC 1840



The Wilkes Expedition

Here, in the words of its commander, set down day by day in his diary, is the little-known story of how a handful of hardy U. S. Navymen took on a whole continent, its gales and ice packs, its uncertainties and mysteries, making important contributions to modern science and geography.

A century ago folks knew little if anything about the Antarctic. True, a handful of explorers and a few whalers had flirted with the drifting ice and howling gales to get a closer look at the frozen wasteland, but accurate information was hard to come by. Charts of the area bore large blanks.

Even basic questions about the place remained unanswered. Was there any land there? Any vegetation? Any animals? What was the weather like? These and many other questions were on the lips of naturalists, Navymen and curious people everywhere.

To get some of the answers, the Navy in 1838 sent off the "Wilkes Expedition," a collection of not very well-equipped windjammers under the command of the brilliant, sometimes temperamental, Lieutenant (later Rear Admiral) Charles Wilkes. The expedition was to stay at sea for four years and number among its accomplishments the first defining of the reaches of the Antarctic continent and the first accurate charting of some 280 islands in the Pacific and great stretches of coastline along the shores of South America and the west coast of the U. S.

By the time Wilkes and his tiny fleet sailed back into New York Harbor, in 1842, the expedition hydrographers were to turn out 180 charts and contribute volumes of nautical knowledge to the Navy. Wilkes is credited

with proving the existence of Antarctica as a land continent, a vital contribution to world geography.

In this Book Supplement are set down some of the experiences of the expedition to the Antarctic. Here, in Wilke's own words, is the exciting story of how the three vessels Vincennes, Porpoise and Peacock beat their way southward into the polar seas; how the crews endured heavy fog and dogged icebergs to nuzzle up to the giant ice masses and thread their way gingerly along the crystal coastline; and finally, how ships and crews rode out a screeching Antarctic storm.

This account is excerpted and freely arranged from the explorer's report of the historic expedition, entitled the Narrative of the United States Exploring Expedition, 1838-1842, by Charles Wilkes, USN.

26 DECEMBER 1839—After leaving Sydney we had, until the 31st of December, fine weather and favourable winds.

During this favourable weather, all hands were employed in tightening the ports, in order to secure the interior of the vessels as much as possible from the cold and wet, which were to be apprehended in the region to which we were bound. For this purpose after caulking all the openings, the seams were covered with tarred canvass, over which strips of sheet-lead were

EXPLORING THE ANTARCTIC—1840

nailed. The sailors exhibited great interest in these preparations, and studiously sought to make everything snug; all useless articles were stowed away in the hold, for we were in truth full to overflowing.

Among other preparations, rough casings of boards were built around all the hatches, having doors furnished with weights and pulleys, in order to insure that they should not be left open. Having thus provided for the exclusion of cold air, I contented myself with preparations for keeping the interior of the vessel at a temperature no higher than 50°. I deemed this preferable to a higher temperature, in order to prevent the injurious effects which might be produced by passing suddenly from below to the deck. I conceived it far more important to keep the air dry than warm, particularly as a lower temperature would have the effect of inducing the men to take exercise for the purpose of exciting their animal heat.

Aware that warm and dry clothing was an object of the first importance, inspections of the men's feet and dress were held morning and evening, in which the wearing of a suitable number of garments was insisted upon, as well as the greatest personal cleanliness. With the same views, the drying-stoves were particularly attended to; and that every part under deck might be effectually and quickly freed of moisture, additional stoves had been procured at Sydney. Thermometers were hung up in proper places, and frequently consulted, in order by following their indications to secure an equable temperature, and at the time to ascertain when the use of stoves might be dispensed with, in whole or in part. The latter was an important consideration, for we were under the necessity of husbanding our stock of fuel, by expending it only when absolutely necessary.

We also took advantage of the fine weather to bend all our best sails, and to shift our top-gallant masts.

9 JANUARY—We passed the site of Emerald Island, but saw nothing of it, nor any indications of land, which I therefore infer does not exist in the locality where it is laid down. We again experienced the south-east current of twenty miles a day. Our variation had increased to twenty-two degrees easterly. Making our course with all sail set, the *Porpoise* in company, we passed today some pieces of kelp. The temperature continued at 38°. Numerous flocks of gray petrels around us.

10 JANUARY—We encountered the first iceberg, and the temperature of the water fell to 32 degrees. We passed close to it, and found it a mile long, and one hundred and eighty feet in height. We had now reached the latitude of 61° 8'S., and longitude 162° 32'E. The second iceberg seen was thirty miles, and the third about fifty-five miles south of the first. These ice-islands were apparently much worn by the sea into cavities, exhibiting fissures as though they were ready to be rent asunder, and showed an apparent stratification, much inclined to the horizon. The weather now became misty, and we had occasionally a little snow. We continued to meet icebergs of different heights, some of which, though inclined to the horizon, had a plane upper surface.

11 JANUARY—We were all day beating in a thick fog, with the barrier of ice close to us, and occasionally in

tacking brought it under our bow; at other times we were almost in contact with icebergs. During the whole day we could not see at any time further than a quarter of a mile, and seldom more than the ship's length. The fog, or rather thick mist, was forming in ice on our rigging. From the novelty of our situation, and the excitement produced by it, we did not think of the danger.

16 JANUARY—On this day appearances believed at the time to be land were visible from all three vessels, and the comparison of the three observations when taken in connection with the more positive proofs of its existence afterwards obtained, has left no doubt that the appearance was not deceptive. From this day, therefore, we date the discovery which is claimed for the squadron.

On board the *Peacock*, it appears that Passed Midshipman Eld and Reynolds both saw the land from the mast-head, and reported it to Captain Hudson: he was well satisfied on examination that the appearance was totally distinct from that of ice-islands, and a majority of the officers and men were also satisfied, that if land could exist that was it.

In Passed Midshipman Eld's journal, he asserts that he had been several times to the mast-head during the day, to view the barrier; that it was not only a barrier of ice, but one of *terra firma*. Passed Midshipman Reynolds and himself exclaimed, with one accord, that it *was* land. Not trusting to the naked eye, they descended for spyglasses, which confirmed, beyond a doubt their first impressions. The mountains could be distinctly seen, over the field-ice and bergs, stretching to the south-west as far as anything could be discerned.

Two peaks, in particular, were very distinct (which I have named after those two officers), rising in a conical form; and others, the lower parts of which were quite as distinct, but whose summits were lost in light, fleecy clouds. Few clouds were to be seen in any direction, for the weather was remarkably clear.

On board the *Vincennes* there was on the same day much excitement among the crew. All eagerly watched the flight of birds, together with the whales and penguins, and spoke of the proximity of land, which, from the appearance of the never-failing signs, could scarcely be doubted.

The field-ice is composed of a vast number of pieces, varying in size, and separated from one another, the long swell keeping the outer ones always in motion. The smallest pieces are about six feet in diameter, while the largest sometimes exceeded five or six hundred feet. Their depth below the surface varies still more, and some appear to be soft, whilst others were hard and compact.

This night we were beating with frequent tacks, in order to gain as much southing as possible. Previous to its broad daylight, the fog rendered everything obscure, even at a short distance from the ship. I knew that we were in close proximity to icebergs and field-ice, but, from the report of the look-out at sunset, believed that there was an opening or large bay leading to the southward. The ship had rapid way on her, and was much tossed about, when in an instant all was perfectly still and quiet; the transition was so sudden, that many were awakened by it from sound sleep, and all well knew, from the short experience we had had, that the cessation of the sound and motion usual at sea, was a

proof that we had run within a line of ice—an occurrence from which the feeling of great danger is inseparable.

The watch was called by the officer of the deck, to be in readiness to execute such orders as might be necessary for the safety of the ship. Many of those from below were seen hurrying up the hatches, and those on deck straining their eyes to discover the barrier in time to avoid accident. The ship still moving rapidly along, some faint hope remained that the bay might prove a deep one, and enable me to satisfy my sanguine hopes and belief relative to the land.

The feeling is awful, and the uncertainty most trying thus to enter within the icy barrier, blindfolded as it were by an impenetrable fog, and the thought constantly recurring that both ship and crew were in imminent danger; yet I was satisfied that nothing could be gained but by pursuing this course. On we kept, until it was reported to me, by attentive listeners, that they heard the low and distant rustling of the ice; suddenly a dozen voices proclaimed the barrier to be in sight, just ahead. The ship, which a moment before seemed as if unpeopled, from the stillness of all on board, was instantly alive with the bustle of performing the evolutions necessary to bring her to the wind, which was unfavourable to a return on the same track by which we had entered.

After a quarter of an hour, the ice was again made ahead, and the full danger of our situation was realized. The ship was certainly embayed; and although the extent of sea-room to which we were limited was rendered invisible by the dark and murky weather, yet that we were closely circumscribed was evident from having made the ice so often so soon on either tack, and from the audible rustling around us.

It required several hours to extricate the ship from this bay. Few are able to estimate the feelings that such an occasion causes to a commander, who has the responsibility of the safety of the ship and crew operating as a heavy weight upon his heart, and producing a feeling as if on the verge of some overwhelming calamity. All tends to satisfy him that nothing could guide him in safety through, or shield from destruction those who have been entrusted to his charge, but the hand of an all-wise Providence.

20 JANUARY—This day, on board the *Peacock* they witnessed a sea-fight between a whale and one of its many enemies. The sea was quite smooth, and offered the best possible view of the whole combat. First, at a distance from the ship, a whale was seen floundering in a most extraordinary way, lashing the smooth sea into a perfect foam, and endeavouring apparently to extricate himself from some annoyance. As he approached the ship, the struggle continued and becoming more violent, it was perceived that a fish, apparently about twenty feet long, held him by the jaw, his contortions, spouting, and throes all betokening the agony of the huge monster. The whale now threw himself at full length from the water with open mouth, his pursuer still hanging to the jaw, the blood issuing from the wound and dyeing the sea to a distance around; but all his flounderings were of no avail; his pertinacious enemy still maintained his hold, and was evidently getting the advantage of him.

Much alarm seemed to be felt by the many other

whales around. These "killers," as they are called, are of a brownish colour on the back, and white on the belly, with a long dorsal fin. Such was the turbulence with which they passed, that a good view could not be had of them to make out more nearly the description. These fish attack a whale in the same way as dogs bait a bull, and worry him to death. They are armed with strong sharp teeth, and generally seize the whale by the lower jaw.

23 JANUARY—The *Peacock* stood into a bay which the *Vincennes* had found closed the day before, and saw the same appearance of high land in the distance. The water was much discoloured, and of a dark dirty green. They hove-to, for the double purpose of getting a cast of the lead, and of lowering the boats to carry the instruments to a small iceberg, on which it was possible to land, for the purpose of making magnetic observations. A line of one thousand four hundred fathoms was prepared to sound, and to the lead was attached a cylinder with Six's thermometer. The wind, being fresh, several leads at different distances were attached to the line.

They were not aware that the lead-line had touched bottom, until they began to haul in, when it was found that the lead bent on at five hundred fathoms was filled with blue and slate-coloured mud. Attached to the lead also was a piece of stone, and a fresh bruise on it, as though the lead had struck heavily on the rock.

The boats now returned, and on approaching the ship the persons in them were much startled by hearing the crew cheer ship in consequence of finding soundings. This was a natural burst of joy, on obtaining this unquestionable proof that what they saw was indeed the land; a circumstance that, while it left no doubt, if any had existed, in the mind of any one on board the *Peacock* that what they had previously seen was truly *terra firma*.

23 JANUARY (On board *Vincennes*)—After passing around this group of icebergs, the sea was found comparatively clear, and a large open space showed itself

ADMIRAL WILKES, in rare photograph, poses in full dress uniform of the day, complete with epaulets and sword.



EXPLORING THE ANTARCTIC—1840

to the southward. Into this space the course of the *Vincennes* was immediately directed. While thus steering to the south, the appearance of land was observed on either hand, both to the eastward and westward.

Pursuing this course, we by midnight reached the solid barrier, and all approach to the land on the east and west was entirely cut off by the close packing of the icebergs. I was, therefore, reluctantly compelled to return, not a little vexed that we were again foiled in our endeavour to reach the Antarctic continent. This was a deep indentation in the coast, about twenty-five miles wide; we explored it to the depth of about fifteen miles, and did not reach its termination. This bay I have called Disappointment Bay: it is in latitude $67^{\circ} 4' 30''$ S., longitude $147^{\circ} 30'$ E. The weather was remarkably fine, with a bracing air: the thermometer in the air 22 degrees, in the water 31 degrees.

24 JANUARY—The next day, we stood out of the bay and continued our course to the westward.

25 JANUARY—The weather proved delightful, with light airs from the southward, and I determined to take this opportunity to fill up the water-tanks with ice. The ship was hove-to, a hawser got in readiness, the boats lowered, and brought alongside of an iceberg well adapted to our purpose.

The same opportunity was also taken to make the magnetic observations on the ice, and to try the local attraction of the ship.

Many birds were seen about the ship, of which we were fortunate in obtaining specimens. The day was remarkably clear, and the same appearance of land was seen. We filled nineteen of our tanks with ice, after having allowed it to remain for some time on deck for the salt water to drain off in part, and it proved very potable.

At about 5 p.m., we had completed our required store of ice, and cast off, making sail to the northward.

In threading our way through the many icebergs, it occurred to me that they might be considered as islands, and a rough survey made of them, by taking their bearings at certain periods, and making diagrams of their positions. This was accordingly done, and every few hours they were inserted on the chart which I was constructing in my progress.

This I found to be very useful, and it gave me confidence in proceeding, for I had a tolerable chart to retreat by in case of need, at least for a few hours, during which time I had reason to believe that there was not much probability of the icebergs changing their relative positions.

The dip observed on the ice was $87^{\circ} 30'$, and the variation $12^{\circ} 46'$ easterly. The compasses were found to be very sluggish, having but little horizontal directive force.

26 JANUARY—At 6 a.m., we again made sail, and at 8 a.m., we discovered the *Porpoise*, to whom we made signals to come within hail. We found them all well, and compared chronometers.

As it still blew fresh from the south-east, and the weather became a little more clear, we both bore away, running through much drift ice, at the rate of nine knots. We had the barrier in sight; it was, however,

too thick to see much beyond it. Sailing in this way I felt to be extremely hazardous; but our time was so short for the examination of this icy coast, that while the barrier was to be seen, I deemed it my duty to proceed. We fortunately, by good look-outs, and carefully conning the ship, were enabled to avoid any heavy thumps.

27 JANUARY—We again had the wind from the south-west. The floe-ice had become so thick, that we found it impossible to get through it in the direction I wished to go, and we were compelled to pass around it. The *Porpoise* was in sight until noon. The weather proved beautifully clear. A long range of tabular icebergs was in sight to the southward, indicating, as I have before observed, that the coast was near. I passed through these, losing sight of the *Porpoise* to the north-west about noon, when we were in longitude $142^{\circ} 40'$ E., latitude $65^{\circ} 54' 21''$ S., variation $5^{\circ} 8'$ easterly.

28 JANUARY—I found myself completely surrounded by the tabular icebergs, through which we continued to pass. Towards midnight the wind shifted to the south-east, and enabled me to haul more to the southward. At $9\frac{1}{2}$ a.m. we had another sight of the land ahead, and every prospect of nearing it, with a fine breeze. The sight of the icebergs around us, all of large dimensions, was beautiful. The greatest number in sight at one time was noted, and found to be more than a hundred, varying from a quarter of a mile to three miles in length.

We took the most open route, and by eleven o'clock had run upwards of forty miles through them. We had the land now in plain view, but the weather soon began to thicken and the breeze to freshen. At noon it was so thick that everything was hidden, and no observation was obtained. The ship was hove-to, but shortly after again put under way, making several tacks to keep my position, which I felt was becoming a critical one, in case a gale should ensue. I therefore looked carefully over my chart, and was surprised at the vast number of icebergs that appeared on it. At 2 p.m. the barometer began to fall, and the weather to change for the worse. At 5 p.m. a gale was evidently coming on, so we took three reefs in the topsails. It appeared now that certain wreck would ensue, should we remain where we were; and after much consideration, I made up my mind to retrace my way, and seek the open space forty miles distant, taking for a landmark a remarkable berg that had been the last entered on the chart, and which would be a guide to my course out.

I therefore stood for its position. The weather was so thick, that it was necessary to run close to it, to be quite sure of recognizing it, for on this seemed to depend our safety. About the estimated time we would take to pass over the distance, an iceberg was made (we were within one thousand feet of it) which, at first view, I felt confident was the one sought, but was not altogether satisfied afterwards. I therefore again consulted my chart, and became more doubtful of it.

Just at that moment I was called on deck by an officer, who informed me that there were icebergs a short distance ahead. Such proved to be the case; our path was beset with them, and it was evident we could not regain our route. To return was worse, so having but little choice left, I determined to keep on. To encounter these icebergs so soon after seeing the other, was in

some respects satisfactory, for it removed all doubts, and showed me that we were not near the track by which we entered.

Nothing therefore, was to be done but to keep a good look-out, and the ship under sufficient way to steer well. My safest plan was to keep as near our former track as possible, believing it to be most free of these masses.

At 8 p.m. it began to blow very hard, with a violent snow-storm circumscribing our view, and rendering it impossible to see more than two ship's lengths ahead. The cold was severe, and every spray that touched the ship was immediately converted to ice. At 9 p.m., the barometer still falling and the gale increasing, we reduced sail to close-reefed fore and main-topsails, reefed foresail and trysails, under which we passed numerous icebergs, some to windward, and some to leeward of us. At 10h. 30m., we found ourselves thickly beset with them, and had many narrow escapes; the excitement became intense; it required a constant change of helm to avoid those close aboard; and we were compelled to press the ship with canvass in order to escape them, by keeping her to windward. We thus passed close along their weather sides, and distinctly heard the roar of the surf dashing against them.

After many escapes, I found the ship so covered with ice, and the watch so powerless in managing her, that a little after midnight, on the 29th, I had all hands called. Scarcely had they been reported on deck, when it was made known to me that the gunner, Mr. Williamson, had fallen, broken his ribs, and otherwise injured himself on the icy deck.

The gale at this moment was awful. We found we were passing large masses of drift ice, and ice-islands became more numerous. At a little after one o'clock it was terrific, and the sea was now so heavy that I was obliged to reduce sail still further; the fore and main-topsails were clewed up; the former was furled, but the latter being a new sail, much difficulty was found in securing it.

A seaman, by the name of Brooks, in endeavouring to execute the order to furl, got on the lee yard-arm, and the sail having blown over the yard, prevented his return. Not being aware of his position until it was reported to me from the forecabin, he remained there some time. On my seeing him he appeared stiff, and clinging to the yard and lift.

Spilling lines were at once rove, and an officer with several men sent aloft to rescue him, which they succeeded in doing by passing a bowline around his body and dragging him into the top. He was almost frozen to death.

Several of the best men were completely exhausted with cold, fatigue, and excitement, and were sent below. This added to our anxieties, and but little hope remained to me of escaping; I felt that neither prudence nor foresight could avail in protecting the ship and crew. All that could be done was to be prepared for any emergency, by keeping every one at his station.

We were swiftly dashing on, for I felt it necessary to keep the ship under rapid way through the water, to enable her to steer and work quickly. Suddenly many voices cried out, "Ice ahead!" then, "On the weather bow!" and again, "On the lee bow and abeam!"

All hope of escape seemed in a moment to vanish; return we could not, as large ice-islands had just been



THICK SNOW STORMS and many ice islands did not dampen LT Wilkes' efforts to reach his long-sought goal.

passed to leeward; so we dashed on, expecting every moment the crash. The ship, in an instant, from having her lee guns under water, rose upright; and so close were we passing to leeward of one of these huge islands, that our trysails were almost thrown aback by the eddy wind. The helm was put up to pay the ship off, but the proximity of those under our lee bade me keep my course. All was now still except the distant roar of the wild storm, that was raging behind, before, and above us; the sea was in great agitation, and both officers and men were in the highest degree excited.

The ship continued her way, and as we proceeded, a glimmering of hope arose, for we accidentally had hit upon a clear passage between two large ice-islands, which in fine weather we should not dare to have ventured through. The suspense endured while making our way between them was intense, but of short duration; and my spirit rose as I heard the whistling of the gale grow louder and louder before us, as we emerged from the passage. We had escaped an awful death, and were again tempest-tost.

We encountered many similar dangers that night. At half-past 4 a.m., I found we had reached the small open space laid down on my chart, and at five o'clock I hove-to the ship. I had been under intense excitement, and had not been off the deck for nine hours, and was now thankful to the Providence that had guided, watched over, and preserved us. Until 7 a.m. all hands were on deck, when there was some appearance of the weather moderating, and they were piped down.

This gale was from the south-east, from which quarter it blew during the whole of its strength; and when it began to moderate, the wind veered to the southward. By noon we felt satisfied that the gale was over, and that we had escaped.

Riding out this and similar storms along the way, Wilkes and the expedition continued their explorations along the ice barrier, finding additional evidences of land. Finally, with the weather worsening and his crews in ill-humor, Wilkes gave up the punishing reconnaissance on 17 February, and turned northward to warmer climes, heading for the southern Pacific area and other discoveries.

But, as a result of this hazardous expedition, the Navy and the U. S. gained new facts about the mysterious "Seventh Continent." Other expeditions (the latest was "Operation Highjump in 1948) have added more Antarctic lore but the recognition of Wilkes' contribution can be seen by looking at a polar map and noticing the large letters "Wilkes Land" which covers a good portion of the cold continent.

TAFFRAIL TALK

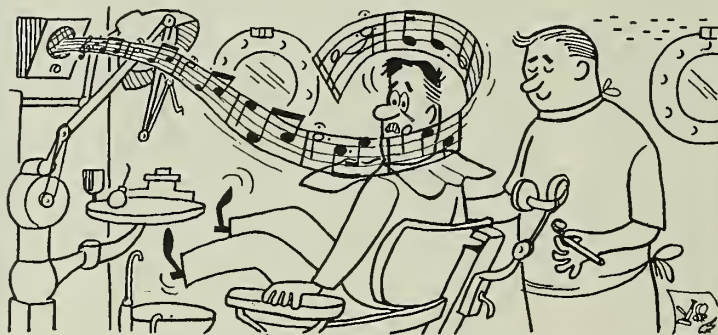
At Bainbridge, Md., Wave Patricia Ann Talbott, SR, USNR, was selected as "Honorwoman" of the first company of Wave Reservists to complete their two weeks' tour. Earlier her husband had won the "Honorman" award of his company during his two weeks' active duty at Great Lakes. Looks like there may have been a little coaching from the sidelines.

★ ★ ★

Two per cent of the population of Mascot, Nebraska, is on active duty in the U.S. Navy in the person of Glen R. Grosenback, RDI, USN. A picture with the story showed Grosenback with a magnifying glass searching for Mascot on the map. Hope he hasn't mislaid the glass—he may need it when he goes back if any more of the young men enlist.

★ ★ ★

On board the aircraft carrier *USS Oriskany* (CVA 34), the ship's dentists have gone all out to put their patients at ease. Now, apprehensive sailors sitting in the dentists' chair acting as a target for a drill have their nerves soothed by music piped



into the office over the carrier's PA system. There seems to be only one catch to the novel idea: Someone up in the radio shack keeps slipping in "Taps."

★ ★ ★

Up at Point Pleasant, N. J., a new use was found for the versatile helicopter. A steeplejack working atop a water tank 163 feet above the ground had fallen inside the tank and lay there, critically injured. A hurry-up call went out to the 'copter gang at NAS Lakehurst and Lieutenant W. A. Sukor and Chief Boatswain's Mate Norm Dunning responded.

Flying the few miles to Point Pleasant, Sukor hovered his craft over the tank while medics who had climbed from the ground into the tank attached lines to a stretcher on which they had placed the injured man. Easily, gently, the helicopter lifted its load into the air, then just as easily deposited the stretcher on the ground nearby, where the steeplejack was removed and whisked off to the hospital. Getting the injured man down any other way would have been precarious at best and would have required much precious time.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

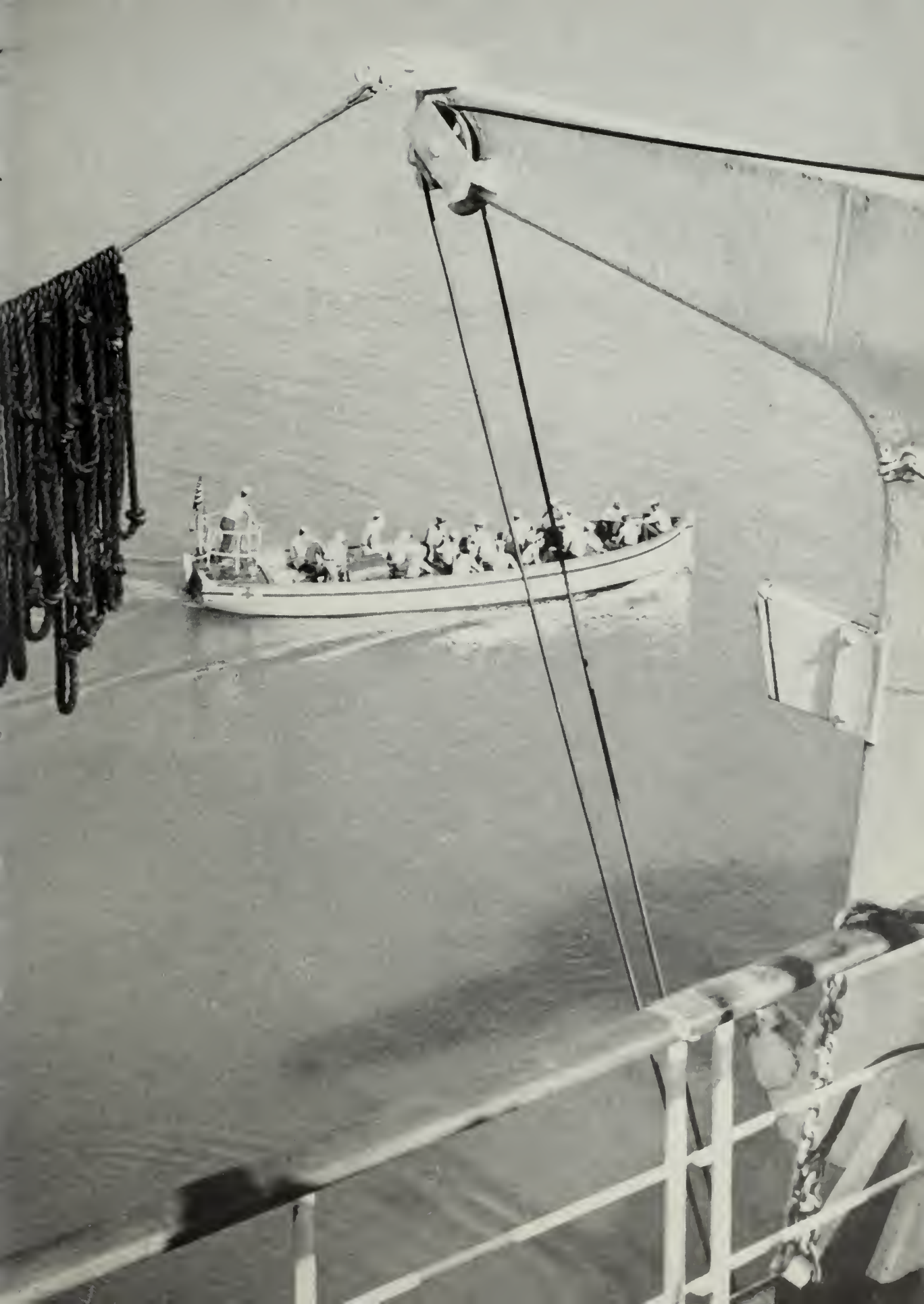
The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: LIBERTY LAUNCH takes bluejackets from USS Haven (AH 12) ashore for a look-see at Inchon, Korea. Photo by David Strickler, JO5N, USN.





★★★★ **Service**
at sea



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
-415 COPY ALONG

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MAY 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1954

Navpers-O

NUMBER 447

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• FRONT COVER: SUBMARINE DUTY—William M. Hocking, FN, USN, steps into forward torpedo room on board USS Drum (SS 228). Photo by Marvin Carlson, PH2, USN.

• AT LEFT: 'STORMING THE BEACH'—Navy amphibious vessels and U. S. Marines bolster Greek army forces during NATO training exercise at Orphano Bay, Greece.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





DETONATING DEPTH CHARGES like this one sent many enemy submarines to the bottom during World War II.

Three Down—And One to Go

AT THREE MINUTES past midnight on a raw, cold and exceedingly black March night in 1944, a star shell appeared briefly in the North Atlantic. It outlined the conning tower of a German submarine creeping up on two U. S. Navy destroyer escorts silhouetted by a smoke flare.

This moment marked the beginning of what ADM Robert B. Carney has since called "the most concentrated and successful anti-submarine action by a U. S. ship during World War II."

Such adjectives are not applied casually by the Chief of Naval Operations. To earn them, within four hours after the action began *uss Bronstein* (DE 189) had

- Saved two DEs from almost certain destruction,
- Helped sink the first enemy submarine,
- Severely damaged a second U-boat,
- Survived a crippling near miss from an acoustic torpedo,

Bronstein then went on to break up an attack on CVE *Block Island* and sink a third U-boat.

At the time, *Bronstein* had been in operation approximately seven weeks, four of which had been devoted to her shakedown cruise. She was the very junior member of Task Group 21.16, the hunter-killer group led by *Block Island*.

The majority of *Bronstein's* crew were youngsters still in their 'teens who, only a few months earlier, had been struggling through the hidden perils of their senior exams in high school. Most of them were about 19 years old; the officers, 23. The commanding officer of *Bronstein*, LT (now CDR) Sheldon H. Kinney, was a doddering greybeard of 25.

With the exception of the skipper, only one officer had previously been to sea. The executive officer, LT Robert Coe, who was a NROTC graduate of the University of Washington, had briefly commanded a 110-foot wooden-hull subchaser. About ten per cent of the enlisted personnel had earlier been to sea.

AND—excepting LT Kinney, every man aboard *Bronstein* was a Naval Reservist.

These men were not exceptional.

They were typical Reservists, not much different from the three million or so others who served on active duty during World War II. Their story is told here only because they had the opportunity thrust upon them to show what they could do when circumstances, skill—and luck—permitted.

Today, the Navy consists of a large percentage of Naval Reservists whose background is comparable to that of the men of *Bronstein*. After their discharge, many Regular Navy-men will become Reservists. If the need arises, today's Navymen, whether Regular or Reserve, will do well to meet the standards set by the untried youngsters of *Bronstein*.

Like today's Navymen, *Bronstein's* crew doubtless yawned and stretched during cigaret breaks between classes and complained about the dullness and unimportance of their classroom work. But because they were well, if briefly, trained, their indoctrination sound, and because they served under the guidance of skilled leaders, *Bronstein's* crew was alive and triumphant when day finally broke

over the cold, grey Atlantic waters.

The full story can never be told. Only now, on the occasion of the award of the Presidential Unit Citation "for exceptionally meritorious achievement in the performance of outstanding combat service against enemy forces" can a portion of the story be told of what happened during the night of 1 Mar 1944. Here it is:

For several days, everyone in the group knew that action was impending. But only CinCLant ADM Royal Ingersoll and the commanding officer of *Block Island*, CAPT Logan C. Ramsey, knew that Germany's Admiral Doenitz had decided to gamble his most experienced submarine crews and most advanced U-boats in a late but desperate attempt to halt the flow of invasion forces and supplies from the United States to Great Britain. If he succeeded, the immense river of equipment and men flowing to Europe in preparation for the Normandy landing would find its destination at the bottom of the Atlantic. The Allied armies would die by attrition and the threatened invasion of Europe would end before it started.

The German Admiral's first move was the assignment of a group of 16 of his best submarines, designated by the code name "Preussen," to establish a patrol 40 miles long about 550 miles north of the Azores.

Task Group 21.16, a hunter-killer group consisting of *Block Island* (CVE 21), the destroyer *Corry* (DD 463), and four destroyer escorts, including *Bronstein*, was assigned to break up the wolf pack.

Darkness was falling on the last day in February when an ASW plane from *Block Island* spotted a sub about 15 miles south of the carrier and marked the approximate position with a smoke flare and sonobuoys. *Corry* dashed off in pursuit while the DEs protected *Block Island* as she continued the delicate operation of landing her search planes in the winter twilight. The dangerous chore completed, the entire group then followed *Corry*.

It was night by the time *Corry* found the sub, dropped a series of depth charges, then lost its target. By this time the remainder of the task group had arrived on the scene and shortly before midnight, *Thomas* (DE 102) made a sonar contact on what was presumed to be the U-boat first attacked by *Corry*. *Bostwick*



RESERVISTS man *Bronstein's* guns. The DE's three-inchers and 40-mm batteries severely damaged U-441, Germany's most heavily-armed flak boat.

(DE 103), another DE of the task force, left *Block Island* to assist *Thomas* in finding the sub.

A few minutes later, the radar on the bridge of *Block Island* showed that another sub was stalking the two DEs as, vividly illuminated by flares, they criss-crossed the site of the first, and presumably crippled, sub. CAPT Ramsey ordered *Bronstein*, then steaming as screen on the port bow of *Block Island*, to investigate the new radar contact.

For a time, *Bronstein's* situation was not to be found in any of the standard textbooks. It was fortunate that LT Kinney had the experience of destroyer patrols in the Atlantic (*Bronstein* was his second command) to help him bring order out of the blind fumbling and confusion of that night. It was pitch dark, six vessels of varying sizes and

speeds were charging madly in various directions through the area, *Thomas* and *Bostwick* were flitting in and out of the light of their flares, and an unknown number of submarines were looking for victims. The seas were still high from a stiff gale the group had recently weathered, the decks were a shambles, the crew green and untried and some were still seasick. Everyone was trigger-happy. The preceding night *Bronstein* had conducted a ferocious attack upon an innocent bell-buoy wandering loose in the middle of the Atlantic and was still smarting as a result of the unkind comments from the rest of the task group.

"Nevertheless," said CDR Kinney recently, "we weren't taking any chances. As soon as we caught the signal in our radar we fired an illuminating spread and saw the con-

PRISONERS from German submarine U-801 are given the 'once-over' by LT Robert Coe, USNR, (center) executive officer of USS *Bronstein* (DE 189).





EXCEPT for her skipper, Naval Reservists made up Bronstein's crew. The destroyer escort is shown cruising North Atlantic in World War II camouflage.

ning tower of this sub making a surface attack on *Thomas* and *Bostwick*, who were well within its range.

"How our gunnery officer, LT Richard Roe, ever did it, I'll never know, but at something like 3000 yards he smacked the conning tower of the sub, the U-441, on the first salvo from our 3-inch guns."

As *Bronstein* closed in, LT Roe continued the attack with the vessel's 3-inch and 40mm batteries, obtaining numerous hits and undoubtedly inflicting considerable damage.

Caught completely by surprise, U-441 abandoned her attack on *Thomas* and *Bostwick* and whirled to attack *Bronstein*, at which she fired first a bow and then a stern tube torpedo before submerging to avoid ramming by *Bronstein* who was charging at her with its top speed of 21 knots.

"We could hear the propeller whine of the torpedoes on the sonar but couldn't, of course, get a bearing on them," said *Bronstein's* skipper. "All we could do was take standard evasive action and hope that we were lucky. We were. We all breathed a sigh of relief as the diminishing sound told us they had passed."

[It was not known until after the war that *Bronstein* was correct in assuming it had severely damaged U-441. Official German records show the sub managed to escape *Bronstein's* following underwater attack but had to return to France for extensive repairs. In itself, this was a severe blow to the "Preussen" plans, for U-441 was at this time the most heavily armed flak boat in the Ger-

man fleet. She had been specially fitted to shepherd other submarines through the Bay of Biscay against the ever increasing aircraft patrolling the area. Its commander, Captain-lieutenant Götz von Hartmann was known to the Allies as one of the most daring of the U-boat skippers, and his surface attack against the two DEs in this case is a good example of his entire record. *Bronstein's* action prevented an almost assured torpedoing of *Thomas*, *Bostwick*, or both. Von Hartmann claimed to have torpedoed the "destroyer" (*Bronstein*) that attacked him.—ED.]

"As a rule," comments CDR Kinney, "quite a few minor mistakes, some of which can become major,



SWASTIKAS on bulkhead represent U-boat scores. RADM Kennedy congratulates skipper of *Bronstein*.

are made by any crew in such a situation as this. If it's their first engagement, they're inclined to be over-anxious and to fumble. I would estimate that efficiency is often reduced by 20 per cent or more because of this factor. But *Bronstein's* crew, keyed up and tense, played over their heads, rather than below.

"If any error was made that night, it was mine. Fortunately, it had no serious consequences. When we later made another sonar contact in the vicinity, I assumed it was the sub we had just attacked. It wasn't. It was a fresh one."

U-709 didn't have a chance. *Bronstein* partially disabled it during its first two attacks and by that time, *Thomas* and *Bostwick* had arrived. For hours the three DEs criss-crossed the area where the hidden enemy lurked, tracking and bombing with hedgehogs and depth charges.

At 0324, the sonarmen reported that sounds of the sub's screws were diminishing. They finally faded into nothing as U-709 slowly, then more rapidly began its long, silent descent to the bottom of the sea. Again, it was not until after the war that German records could confirm the kill.

"The entire crew amazed me with their steadiness," commented CDR Kinney, "but I'll never forget our sonarmen. You'd think they had been tracking enemy subs all their lives. Their senior was a SOM2 who, before his active duty, had been an office boy for a theatrical agent. He used to keep us entertained on the bridge with his off-the-record stories and imitations of Broadway stars and would-be stars, but that night he was strictly a sonarman."

"I think the coolest man in the entire task group was our YNC, James H. Ashby, who acted as captain's bridge talker. We regarded him as ancient because he was somewhere in his mid-forties. He had served as an enlisted man in 1918 and, until World War II came along, had established a nice business as insurance man in Tyler, Texas. He tried to enlist, but was rejected because of his age. He finally wangled a limited duty billet ashore as YN2 then managed to get orders assigning him to *Bronstein*, despite the fact he wasn't supposed to go to sea. At the time of the attack, he had a son in the Air Force and a son-in-law who was a prisoner of war in Germany. His example did a lot to steady the crew."

Unable to follow the DE's activities, CAPT Ramsey, *Block Island's* commander, grew uneasy about the fate of his inexperienced *Bronstein*. This was the reassuring conversation over the TBS:

"Sour (*Bronstein*) this is Cocktail (*Block Island*)."

"Cocktail, this is Sour."

"That's all I wanted to know. Out."

Shortly thereafter, *Bronstein* was ordered to rejoin *Block Island*, leaving *Thomas* and *Bostwick* to make sure that sub number two was really finished. Just as *Bronstein* reached its station, it made contact with another U-boat, the U-603, almost directly below them and only 1900 yards from the carrier.

Bronstein wasted no time, but sent depth charges over the stern as fast as they could go. Luckily, this sub had waited just a little too long to fire torpedoes at *Block Island*, and *Bronstein* was able to break it up. The carrier went away from the area in a hurry. *Bronstein* laid an 18-charge pattern.

"Just before the last of the explosions, a torpedo detonated under the stern," recalls CDR Kinney.

The hull was not penetrated, but the shock was enough to knock out the entire electrical system for a while, and to cause loss of control of the engines. On the bridge, the impact lifted the alidade of the pelorus from its stand, where it went sailing over the skipper's head and landed on the forecastle.

The following fifteen minutes were about as long as any the crew had ever experienced, as the vessel lay dead in the water, a helpless victim. It took just that long for LT Walker P. Youngblood (now LCDR), another Reservist on his first tour of active duty at sea to detect the trouble and make repairs.

"There was literally nothing the rest of us could do," says *Bronstein's* former CO. "It was all in his hands. I've never heard anything as sweet as the sound of those engines when they finally started.

"Why we weren't attacked during that time, I'll never know. It was a fatal error on the part of the skipper of the U-603, because as soon as we were under way again, we made contact and sank him."

Sixteen days later, after surviving a storm that literally ripped loose the flight deck of *Block Island*, *Bronstein*, accompanied by *Corry*,



'PRACTICE MADE PERFECT' — Navy training program really paid off for USS *Bronstein's* crew members.

located another sub. A series of depth-charge attacks by *Bronstein* cracked the plates in the sub's battery room and started a slow leak.

Forced to the surface half an hour later, the sub was pounded by shell-fire which raked its deck and conning tower as the continued attack from *Corry* and *Bronstein* effectively prevented the Nazis from manning their deck guns.

All thoughts of resistance vanished as the U-boat slowly began to slide under the water again, this time for its final plunge six hours after the action began.

Included among the 37 unhappy survivors of U-801 who climbed

aboard *Bronstein* was the defeated commanding officer. On his person essential portions of the U-boats codes were found by *Bronstein's* alert executive officer, which made this victory more important to the Allies than simply the death of another enemy submarine. When abandoning ship the frantic skipper of the sub had dropped them in his pockets to be sure of their destruction; then had neglected to get rid of them while in the water. Promptly forwarded to ONI, the data was invaluable.

In his action report concerning the events described above, the DE's skipper stated: "It should be noted that *Bronstein* was on her first duty following her shakedown period which ended 7 Feb 1944, on which date she reported for duty. Credit is reflected upon the Destroyer Escort Shakedown Group, Bermuda, which prepared this ship to take her place in the fleet, ready to fight, in a very short time."

"The work of *Bronstein* during this period was an excellent example of the contribution made by Naval Reserve personnel in anti-submarine warfare," says CDR Kinney today. "The brief time in which men went from civil life to meet successfully an enemy who had prepared for this conflict over a long period of years, is reassuring."

A final note—the Bermuda Shakedown Group which trained *Bronstein* and her sister destroyer escorts to meet the enemy was organized and initially commanded by CAPT (now VADM) J. L. Holloway, Jr., present Chief of Naval Personnel.

SURVIVORS from submarine U-801, now relaxed and well-fed after being taken aboard *Bronstein*, are transferred by whaleboat to USS *Corry* (DD 463).





TEST PILOT climbs aboard unique XFV-1 plane. Above right: Radical fighter plane is lifted to take-off position.



These Two Fighters

THE NAVY is experimenting with two revolutionary fighter planes, both designed to take off straight up from a standing start, level off for conventional flight and finally come in for a landing in a vertical attitude.

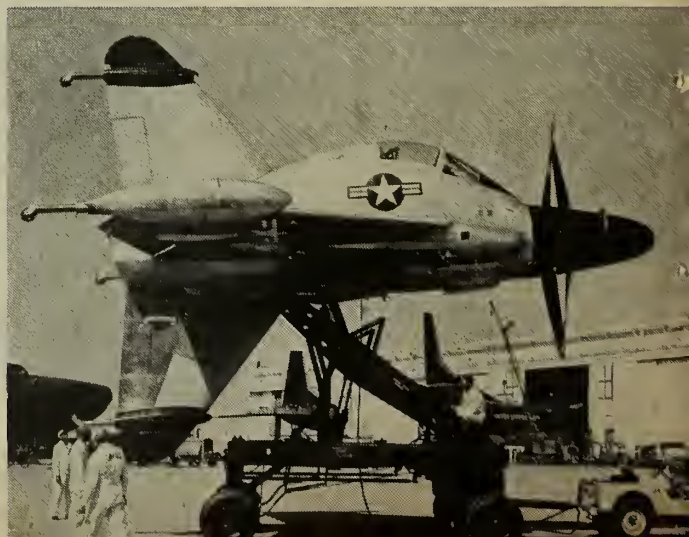
The two weird-looking aircraft, the XFV-1 and XFY-1, would be able to raise themselves into the sky much like helicopters, streak away at speeds approximating 500 mph, then return to land "on a dime" on a plot of ground (or a ship's deck) the size of a tennis court.

Naturally, the new principles and techniques involved will require plenty of evaluation and tests before the new planes can be adapted to operational use.

According to the Bureau of Aeronautics, both planes have a turbo-prop engine which features two side-by-side jet turbines harnessed to contra-rotating propellers. Each of the twin turbines will produce a thrust greater than the weight of the aircraft, thereby allowing the plane to boost itself rapidly into the air.

A unique feature of the planes is a tilting pilot's seat which will keep the pilot upright (in relation to the ground) while the plane is in the vertical attitude. Special engineering problems had to be solved in planning the instruments and accessories to work as efficiently in the vertical position as in the horizontal.

DELTA-WINGED XFY-1 is 'tilted' for maintenance check. Below: Plane is in horizontal, or normal flight, position.





Are Vertical Risers

In appearance, the XFV-1 resembles the four-fin torpedo with short, straight wings. It has an unusual tail composed of four fins located equidistant from each other in the pattern of an "X." The XFY-1 has a rather stubby fuselage and features the delta wing.

Landing gear for the XFV-1 consists of casters on the four tail fins. The XFY-1 has four casters mounted at the tips of the wings, the rudder and a matching underside fin. In both instances, the four broadly spread casters (like those on an office chair) give the plane a stable base, ideal for an unsteady platform like the afterdeck of a pitching or rolling ship.

Special ground-handling carts lift the aircraft from a horizontal to a vertical position.

Developed after nearly three years of research by aeronautical engineers, the planes are expected to perform varied missions, using various kinds of armament.

In the air, they'll be able to fly like a conventional fighter plane or hover like a helicopter. They'll be hard to hit with antiaircraft fire because of their maneuverability and pace-changing qualities.

As one test pilot put it, "Shooting down a vertical riser would be like trying to hit a dodging humming bird with a rifle."

XFY-1 is shown (right) poised for vertical take-off. Test pilot (below) prepares to enter the plane's cockpit.



XFV-1 is shown with conventional landing gear used for tests (above left). Drawing shows the vertical take-off.



THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **NATURALIZATION PAPERS** — Don't photostat your naturalization certificate if you have one.

This warning comes from the Office of the Judge Advocate General which cites a number of laws currently on the books, the substance of which is that naturalization papers are the one thing you should not have photostated.

This information from JAG, incidentally, comes in answer to an inquiry from a reader of the *ALL HANDS* article, "Important Documents to Keep in Order," appearing in the January 1954 issue, p. 48. This article stated generally that the *originals* of certain documents should be retained by you and should not be released. Photostats of the originals often serve the purpose when copies are required for reference purposes. This is true, except in the case of naturalization papers; it is not legal for you to have photostats made of naturalization papers for any purpose. Only lawfully authorized persons are permitted to issue copies of naturalization certificates.

Should you be a naturalized citizen and should you lose, mutilate or destroy your naturalization certificate by mistake, you'll have to make application to the Attorney General of the U.S. for a new one.

If the Attorney General finds, in fact, that the certificate or declaration is lost, mutilated or destroyed, he will issue to the applicant a new certificate or declaration.

If the certificate or declaration has been mutilated, it shall be surrendered to the Attorney General before the applicant may receive a

new one. If the certificate or declaration has been lost, the applicant or any other person who shall have, or may come into possession of it, is required to surrender it to the Attorney General.

If an occasion arises when you must prove your U.S. citizenship to a foreign state, the Attorney General will issue you a special certificate of naturalization and furnish it to the U.S. Secretary of State who will in turn forward this certificate to the appropriate foreign state representative.

Should you be a naturalized citizen and have to verify your citizenship to a state or federal agency of the U.S., such verification may be obtained by applying to the Immigration and Naturalization Service. Don't send your original naturalization certificate.

• **POST-GRAD COURSES**—As usual, 1 July of this year is the deadline for receipt of applications for naval officer postgraduate training. All requests from eligible officers for enrollment in courses for which applications are required must be in by that time.

The full run-down on all postgraduate courses now available for officers of the Regular Navy is contained in a new directive, BuPers Inst. 1520.15A. Only a few minor changes, mostly in convening dates, have been made from last year.

The U. S. Naval Postgraduate School, located at Monterey, Calif., is responsible for the graduate technical and professional education of

naval officers to improve their value to the naval service. The education is conducted partly at the school itself and partly at various civilian institutions, in order to utilize the best available resources in each field.

Some curricula are conducted entirely at Monterey; others include study at civilian schools after a year or more at Monterey. The Naval Intelligence postgraduate curriculum is conducted at the Naval Intelligence School, Washington, D. C.

The hub of all this activity, Monterey, includes two distinct components—the General Line School and the Engineering School. Both schools, currently expanding in space and equipment, are carrying on an educational tradition started in 1909 at Annapolis, Md.

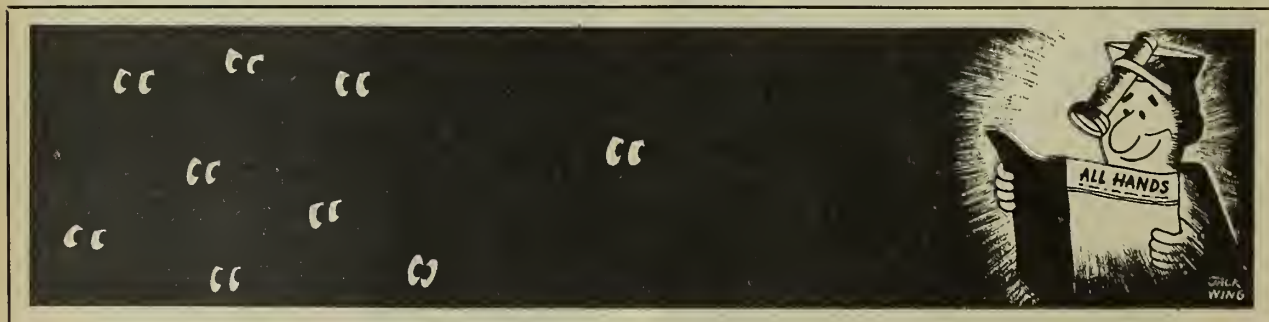
Detailed descriptions of all courses are published in the annual Postgraduate School Catalog.

• **WAVES NEEDED**—There is a continuing need for certain qualified enlisted women in the Navy to fill billets as recruiters, instructors, flight orderlies and for duty overseas.

Enlisted Waves in pay grades E-5, E-6 and E-7 are needed to fill billets as recruiters and instructors. In addition, the opportunity has increased for yeomen and telemen in these three pay grades for duty in Europe at activities where enlisted women are presently serving.

Women in pay grades E-2 and E-3 are generally assigned to overseas duty only in the Pearl Harbor area. However, the opportunity for overseas travel is open to certain women in these pay grades who can qualify as flight orderlies. In accordance with MATS Manual 76-2, Chapter 1, flight orderlies should not be over five feet eight inches tall nor weigh over 130 pounds.

Qualified women interested in such duties, should see their personnel officer for details.



PASS THIS COPY ALONG—Don't keep nine other sailors 'in the dark'—let them read this issue of *ALL HANDS*.

• HHE WEIGHT LIMIT TO JAPAN

—Personnel heading for Japan, on orders, can now take the full weight allowance of household goods as prescribed in "Joint Travel Regulations," Paragraph 8001-1.

Previously all personnel had been restricted to 2000 pounds or 25 per cent of their weight allowance.

However, you should contact the overseas area commander or prospective commanding officer to determine what items of furniture are required before shipping household goods. This will prevent shipment of unnecessary items to your new duty station.

• RECRUITING DUTY — BuPers is

seeking requests for recruiting duty from eligible personnel in order to build up the present waiting list. Requests are particularly wanted from men in all general service ratings, such as BM, GM, BT, MM, TM, etc.

Requests for assignment to this type duty are desired from personnel eligible for shore duty who meet the qualifications outlined in Article C-5208, BuPers Manual.

Requests should be submitted to the Chief of Naval Personnel (Attn: Pers-B61), via the commanding officer and in accordance with BuPers Inst. 1306.20A and BuPers Inst. 1336.1A.

Prior to transfer, personnel ordered to recruiting duty will be required to execute an agreement to extend or reenlist if they do not have obligated service equivalent to the normal tour of shore duty.

Personnel should include on their requests three choices of duty, indicating the city and state.

• **NEW COURSE FOR POs**—A new *General Training Course for Petty Officers* (NavPers 10055) has been distributed to ships and stations by BuPers.

The new course will be a requirement for advancement to pay grade E-4 and its contents are examination subjects for all petty officer rates. It is the replacement for and a radical change from the old *General Training Course for Petty Officers, Part I*, NavPers 10602-A.

Covering a much broader scope, the new guide is intended to serve as a comprehensive source of information about the "Military Require-

ments" for all petty officers in the Navy.

One of the most important additions to the new course book is the inclusion of a special study guide, listing all the Military Requirements needed for advancement, and the books or reference material in which the specific information is found.

The manual stresses: (1) the petty officer as a leader; (2) the petty officer as an instructor, and (3) the petty officer as a member of a military organization.

These three themes are presented together in the first chapter, which is a compilation of "advice to petty officers," and from that point on are treated separately or inter-woven. The new course offers guidance and instructions not only for the non-rated man but also for the men who have already made their rate.

• **NEW INDEX** — A handy guide for the yeoman in the ship's office has reached the Fleet in the form of a new publication, "Index of Bureau of Naval Personnel Publications and Forms" (NavPers 15785).

The first summary of all current BuPers forms and publications ever assembled, the 101-page booklet should make life a little easier for the shipboard or shoreside yeoman.

The forms and publications are listed in two ways, numerically (by NavPers number) and alphabetically (by title). Information and Education material like films, maps and pamphlets are not listed. This material listed and handled directly by Information and Education personnel.

As far as forms are concerned, the yeoman will find everything from the "Enlisted Statistical Card" (NavPers 608) to the "Funeral Record Card" (NavPers 107A) and back again to the "U. S. Navy Meal Ticket" (NavPers 692) and the "Initial Uniform Allowance Claim" (NavPers 3095).

Sample publications listed are training courses like "Gunner's Mate First and Chief" (NavPers 10009), pamphlets like "Your Insurance Status" (NavPers 15848), as well as assignment booklets, answer sheets and curricula for Navy schools.

After he has pinpointed the form or publication he needs, the yeoman will simply order the amount he needs through the usual channel, the district publication and printing office.

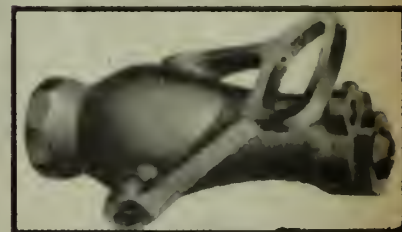
QUIZ AWEIGH

Here's a quiz for the "old salts" as well as the new members of the Navy.



1. Above is the Navy's first oil-burning battleship. She is (a) USS Nevada (BB 36), (b) USS New Mexico (BB 40), (c) USS Tennessee (BB 43).

2. This oldtimer was commissioned (a) 1915, (b) 1920, (c) 1916.



3. Illustrated above is a piece of gear that should be familiar to every sailor. It is most often found attached to a (a) gun mount, (b) hose, (c) scuttlebutt.

4. The position of the valve handle indicates that the equipment is (a) closed, (b) about to produce a solid stream of water, (c) about to produce a high-velocity fog.



5. Above is the flag flown for the (a) President of the U. S., (b) Vice President of the U. S., (c) Secretary of Defense.

6. If you answered No. 5 correctly, you might also know that when this person comes aboard the musicians play the (a) National Anthem, (b) Admiral's March, (c) neither.

Maneuvers



AMPHIBIOUS FORCES rush beach during NATO exercise in Greece. Below: Flight deck boatswain gives the 'go' signal to AD pilot during 'Turkish Sky 1.'



LAND, sea and air forces tested the strong right flank of Admiral William M. Fechteler's Mediterranean NATO command in exercises designed to give good practice to Greek and Turkish defense forces.

In "Turkish Sky 1" the Sixth Fleet combined with Turkish ground forces under a joint command to coordinate close support missions flown by carrier aircraft with Turkish field operations.

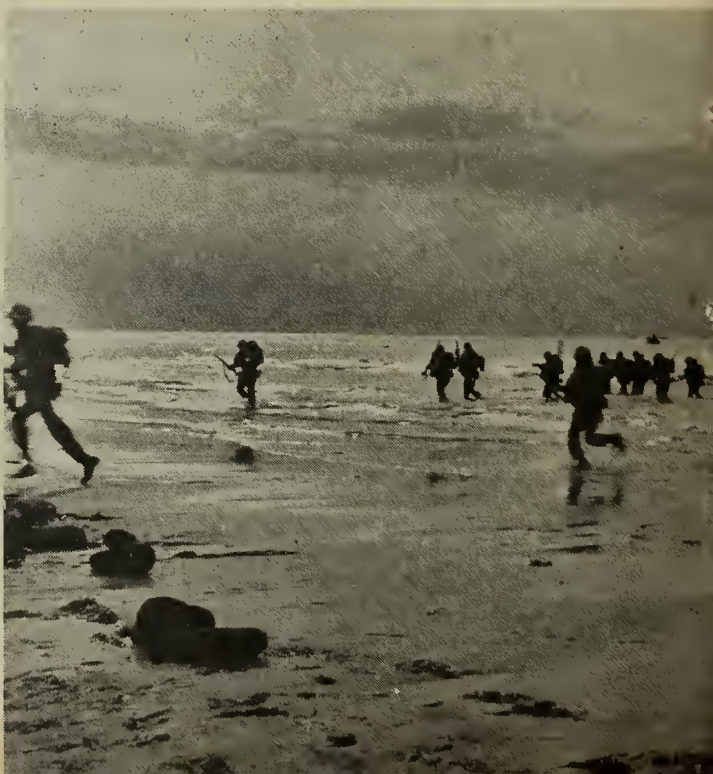
The entire Sixth Fleet, led by Vice Admiral John H. Cassady, usx, in the heavy cruiser *uss Newport News* (CA 148) moved into the operating area on opening day of the exercise and blasted shore installations.

Following the initial "softening up" period, jet aircraft from *uss Midway* (CVA 41) and other Sixth Fleet carriers made mock attacks on Turkish airfields and cities up and down the coast of Turkey.

U. S. Navy "frogmen" moved into the fray in the Gulf of Isken-derun area, blowing up beach obstructions and disrupting communications prior to a practice amphibious landing by U. S. Marines under live gunfire.

After the Marines had established a beachhead the tide of battle re-

NATO OBSERVERS watch flight operations in the Mediterranean. Right: Marines hit the shore to establish beachhead.



n the Med

turned to the air as carrier-based aircraft flew long-range missions deep into the heart of Turkey making simulated bombing runs on various cities.

Close on the heels of "Turkish Sky I" came "Hellenic Sky I," a similar operation utilizing Greek forces with a mock invasion taking place on a segment of the Greek mainland.

In freezing weather, U. S. Marines raced ashore in the Bay of Orphano after U. S. ships and planes had again paved the way with mock bombings.

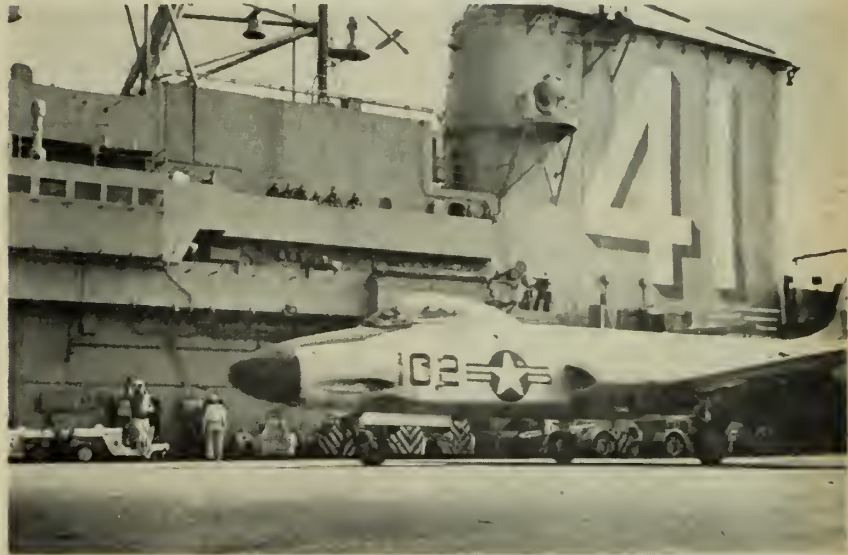
The shore bombardment was led by *uss Albany* (CA 123).

UDT men preceded the Marines, clearing simulated minefields and blowing up remaining obstructions on the beach. The Marines, of the Reinforced First Marine Battalion from Camp Lejeune, N. C., moved in quickly and soon had the beach-head secured.

After the exercises Vice Admiral Cassady forwarded messages congratulating the Turkish and Greek general staffs and the various Sixth Fleet unit commanders on the "splendid cooperation shown between units of Greece and Turkey and the U. S. Forces taking part in the exercises."



SIXTH FLEET took part with *USS Newport News* (CA 148) as flagship. Below: F2H, participating in 'Hellenic Sky I,' taxis aboard *USS Midway* (CVA 41).



COMMUNICATION TEAM makes contact with advance patrols as mock amphibious assault gets underway in Greece.



Navy Produces Champion



THE NAVAL SERVICE, including the Marines, has produced possibly more national and world's champions and near-champions than any other profession or walk of life in modern times—outside of the sports world itself.

If you don't think this is true, check the sample rundown below and see if you don't change your opinion. This record is due in large part to the Navy's intensive intramural athletic program, which has not only reaped benefits in morale and physical conditioning, but has helped to account for the sea service's topnotch record in combat.

A man in good physical condition, as all Navymen realize, develops his reflexes and thinking to a razor-sharp perfection. This ability pays off in any kind of emergency, both on ship and ashore, where quick thinking and fast action are vital. That's why there's always a big stress in the Navy on a comprehensive intramural sports program where every man has a chance to display his athletic abilities.

Another natural result of this integrated intramural physical fitness program is the making of champions. Here are a few of them:

In *boxing*, Navy and Marine Corps pugilists who have gone high in the fist world would be too numerous to mention. Some of the better known are Ken Overlin, of *uss Idaho*, middleweight champion in 1940; Marine Corporal "Frenchy" LeBlanche, one of the two men to KO the original Jack Dempsey; Eddie Risko, of *uss Nevada*, middleweight champ in 1935; Dan Bucceroni, 1947 All-Navy champion and now a leading contender for the professional heavyweight crown; and Ed Sanders of the Boston Receiving Station who holds the world's amateur heavyweight title. Former world heavyweight champion Gene Tunney earned early fame as a boxer in the Marines.

In *rowing*, the naval service, represented by the U.S. Naval Academy, has won two Olympic championships against top world competition.

In *basketball*, Navy has produced some of the top amateur teams in the country. Last year, for example, NAS Los Alamitos emerged as champions in the first annual Interservice Basketball Tourney and reached the finals in the Amateur Athletic Union (AAU) basketball championships.

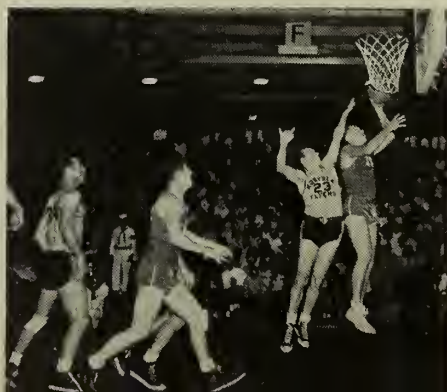
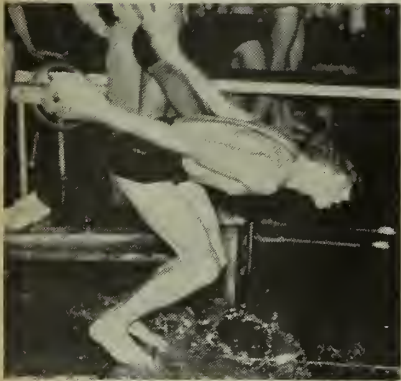
The Navy has always had some of the top *football* teams in the nation, both in the Fleet and at the Naval Academy. In fact, three naval service teams have been selected to play in the Pasadena Rose Bowl game and none has ever been defeated. What other outfit can match that record?

In the 1917 Rose Bowl game, the Mare Island Marines defeated the Camp Lewis Army team 19-7. The following year, the Great Lakes Navy outfit, sparked by George Halas, Blondy Reeves, and John "Paddy" Driscoll, whitewashed the Mare Island leathernecks 17-0. The other Navy team to play in the Rose Bowl was the 1924 Naval Academy eleven that tied the University of Washington 14-14.

In *golf*, Gene Littler, SN, of NAS San Diego, Calif., won the 1953 National Amateur Golf Championship. Littler used to have a great rivalry with another ex-sailor, Bud Holscher, SN, of ComPhibPac. Both have since been discharged and are now rated two of the hottest prospects in the golf pro ranks. Other top Navy golfers include Jimmy Kinder, Phil Hawk, Don Collett, Gene Towry and Gil Mantoani.

Navy *pistol shooters* are among the best in the nation. This was pointed up in 1951 when a Navy team won the national championship in the .45-caliber-class competition. The Navy team again won the championships in this class in 1953.

In *archery*, the Navy has Reuben



In Combat and in Sports

Powell, MMC, usn, of NAAS Ream Field, Calif., who won the National Archery Championship in 1953.

Navy has some of the finest *track and field* athletes. In the 1953 Interservice Meet, Navy thin-clads won eight first places, more than any other service, although they finished second in total point score.

In *baseball*, Navy has regularly produced some of the best teams in the Armed Forces, and some of the best amateur nines in the nation. Last season, NAS Los Alamitos carried the Navy banner through to win the Interservice baseball championship. In years past, many diamond greats, although they didn't get their start in the Navy, have worn the uniform of the naval service. Among these are Ty Cobb, Gordon "Mickey" Cochrane, Gene Bearden, Ted Williams, Stan Musial, Bobby Feller, Phil Rizzutto, Carl Erskine and Johnny Mize. These men did much to encourage the athletic program in the naval service which now shows itself in the fine teams at naval activities all over the nation.

Boosting and producing these champions in the various sports is only natural in the Navy—and in the Armed Forces as a whole—because of the services' natural interest in physical conditioning.

That's also the reason for the importance of and the great amount of interest being shown in the Interservice and All-Navy sports programs. The Interservice sports program that started last year was very successful (see story on the first Interservice program in November 1953 issue of ALL HANDS.)

Navy, a pioneer in service sports competition, began its first official All-Navy sports program in 1947. However, unofficial All-Navy championships had been elaimed years before, all the way back to the turn of the century. (ALL HANDS, March 1954, p. 14.)

Basketball, the first sport, scheduled in the modern All-Navy sports program, was held in March 1947 at NTC Great Lakes; Boxing, the second Navy-wide tourney that year, was slated for San Diego in June.

Here is a roundup on some of the major sports in which the Navy has made a name for itself in recent years, particularly in the All-Navy and Interservice competitions.

Boxing

The big event of 1947's new All-Navy sports championships was boxing. This sport, next to boat racing, is the Navy's oldest, and one of the most avidly followed of all sports in the Navy.

The naval service has always been a hotbed of competition in boxing. There have been at least half a dozen champs in various weights and one Olympic Games heavyweight titleholder.

The first world's champ to come out of the naval service, although he is not fully acknowledged by some authorities as such in the records, was Marine Corporal George "Frenehy" LeBlanche. There's quite a tale behind Frenehy's so-called world title bout.

Corporal LeBlanche, who was christened George Blais when he was born in Point Levi, Quebec, found himself restricted to the confines of the Mare Island Marine Barracks one day in 1889. It was, as they said, to "keep him from getting killed."

The 33-year-old leatherneek had signed to meet the original Jack Dempsey, the ring's famed "Nonpareil," in a finish fight for the middleweight championship then held by Dempsey (real name John Kelly). However, he managed finally to keep the date.

The fight went 31 rounds, with Dempsey well ahead. But in the 32nd round, with LeBlanche being pounded along the ropes, the Marine, in desperation, spun on his heel and





CAPTAIN JACK KENNEDY Memorial Trophy is awarded to outstanding Navy boxer. First winner of the trophy was featherweight Samuel E. Williams, AN, USN. At right: Sam Williams (right) leads with his left during a finals match.

belted the "Nonpareil" flush on the chin for a knockout. (The famous "Nonpareil" was the Jack Dempsey for whom the later world's champion was named.)

There was a good deal of discussion as to the legality of the "pivot" punch in those days and because of its use by "Frenchy," officials refused to declare him the new champion. At least, "Frenchy" was one of only two boxers ever to defeat Dempsey in 70 fights; the other was Bob Fitzsimmons, who took the middleweight title away from "Nonpareil" in 13 rounds in New Orleans in 1891.

Next came a Navy bantamweight specialist who fought under the ring name of Johnny Buff. Known to his shipmates in the old *Rhode Island* by his real name of John "Spike" Lisky, Johnny won the American flyweight championship by outpointing Frankie Mason in 15 rounds at New Orleans in February 1921. In September of the same year, Buff annexed his second championship by taking the world's bantamweight crown from the two-time champ, Pete Herman, in a 15-round decision in New York.

Buff, incidentally, weighed only about 100 pounds, and his shipmates used to kid the skinny gunner's mate, telling him he should put weights in his peacoat before going ashore lest the wind whisk him up onto some tree top or church spire!

Henry Pylkowski, one-time fleet champion from *uss Nevada*, fighting under the name of Eddie "Babe" Risko, won the world's middleweight title over Teddy Yarosz in 1935.

Another professional world champ

to get his early leather training in the Navy was Ken Overlin, a five-sport athlete from Idaho, who at one time claimed the unofficial All-Navy championship by trimming Frankie Remus who previously had set himself up as champion of both the Pacific and Asiatic Fleets.

Overlin went on to outpoint Ceferino Garcia in 15 rounds in New York in May 1940 to win the world's middleweight title. Ken gave up his ring activities in 1942 to enter radio and movie work.

Of more modern ring vintage is the Navy's "Big Ed" Sanders, currently on active duty, who holds the world's amateur heavyweight crown won in the 1952 Olympics.

Paradoxically, Sanders has never won an All-Navy title in his fighting career. In 1952, he became the American heavyweight champion and later that year, as captain of the U.S. Olympic boxing team, fought his way to the world's amateur heavyweight crown.

Comparatively unknown as a boxer a year before the 1952 Olympics, Sanders, like all other Navy boxers, began his pugilistic career on the Navy's intramural level—the smokers.

The 6-ft. 3-in. Sanders stacked his 230-pound frame against the best the U.S. had to offer, and again at the XV Olympiad at Helsinki and emerged as the first American to win the Olympic heavyweight title.

There are many old-time Navy and Marine Corps fighters who were big names in the game but who didn't quite make the top rung. Among these was Sailor Tom Sharkey from the old *Philadelphia*. Tom

should not be confused with Jack Sharkey, also an ex-Navy fighter who won the world's heavyweight title in 1932.

Although he never held the championship, Tom Sharkey was one of the greatest middleweights in American boxing history. He was never floored in his long career. He began fighting while in the Navy in 1893 when stationed in Honolulu. Before his discharge from the Navy, he ran up 20 consecutive knockouts.

Other Navy ring "grads" who climbed high in the fistic world were "Honey Boy" Dick Finnegan, featherweight from *uss North Dakota*; "Gunboat" Smith, heavyweight from *uss Pennsylvania*; and Frankie Moran, heavy contender from *uss Sylph*.

Also remembered by some fans will be Ed Petroskey, Charles Grande, Frankie Kirk, Heinie Orchard, Billy and Eddie Shevlin, Sammy Robideau, Phil Schlossberg, Billy Walters, Sammy Trinkle, Eddie Huffman, Leo Tomski, Young Dencio, Jimmy Watterman, Billy Vincent, Tom Downey and Al Carpenter.

Although former world's heavyweight champ Jack Dempsey, who lost his crown to ex-Marine Gene Tunney, was never in the Navy, he did serve in the Coast Guard during World War II as a commander. Tunney returned to the naval service in World War II, serving as commander.

Navy and Marine boxers who have garnered Golden Gloves titles through the years are too numerous even to start listing.

An early indication that the Navy



WILLIAMS name monopolized Kennedy Trophy for three years. Left: Earl Williams, AN, USN, chills opponents during All Navy bout. Right: Another Samuel E. Williams, SN, USN, (right) third Trophy winner, kayos one more 'victim.'

sports program was beginning to catch the public fancy came in 1920 when the Atlantic Fleet boxing and wrestling championship were staged in New York's old Madison Square Garden. Even though it was purely a Navy show, fight fans filled every one of the arena's 13,000 seats and 10,000 more would-be spectators had to be turned away.

Throughout the years, Navy boxers have continued to "put on shows" the world around. Frequently, John Q. Public has had his eyes opened wide. Take for instance the time in 1947 when the sock-squad of USS *Mississippi*, the old battleship of early Iron Man fame, entered the Virginia State amateur boxing championships.

Civilian fans were wagering but little on the bluejackets' chances in this tourney. It never had been won by a Navy team. But when the canvas dust had settled you could have knocked over the skeptics with a wet sponge—"Ole Miss" had walked away with the championship.

Getting to the modern All-Navy boxing championships, the first one was held in Balboa Stadium at San Diego in June 1947. Representing the cream of the Navy and Marine Corps squared-circle crop were 64 finalists.

More than 55,000 spectators sat in the huge stadium for that 1947 three-night leather-slinging spectacle. It was the biggest and best show of its kind in Navy sports history. It was, many reported, the greatest fight set-up ever staged in the California Southland. It was one of the cleanest tourneys, too. Not one low

blow was thrown during the entire tournament nor did a single man have to be warned by the referee for unfair tactics.

As it turned out, the team championship was won by the squad representing the host 11th N.D. The San Diego punchers wound up with three of the eight champions.

An interesting highlight is that that year's light heavyweight champion, Dan Bucceroni, is now one of the leading contenders for the professional heavyweight crown presently worn by Rocky Marciano.

In the 1948 ring tourney, bantamweight Bill Bossio and welterweight Hank Herring retained their championship belts. Later that year, these two became the first Navy enlisted men ever to go abroad with a U.S. Olympic boxing squad. Bossio was defeated by a French boxer in an early round of the Olympic eliminations in London, but his shipmate Herring survived to the finals, the only American boxer to do so that year.

In the last bout, Herring was disqualified for "bobbing and weaving" and the title went to Julius Torma of Czechoslovakia. But Hank came home proudly displaying his second place silver medal.

The 1949 All-Navy boxing championships proved a nightmare of sorts for reporters covering the event. In looking for the list of entries who had converged on Oakland, Calif., for the start of the fight-offs, newsmen found that five of the boxers had the surname "Williams." Moreover, two of this quintet were fighting in the featherweight class.

In the quarterfinals, two of the Williams boys were eliminated, which made things a bit easier. The semi-finals didn't help solve anything because all three "W's" merged on top.

Then came the finals. Surely, imagined the reporters, that should eliminate at least one or more of the W-boys—maybe all! But no, coming through with flying colors was a trio of champs—all called Williams. It didn't end there. Two of these three champs bore the name of "Sam E. Williams," although they were in no way related. One of them, however, was a brother of the third Williams. Confused? So were the reporters!

When the jumble of notes was all unscrambled, here's what had happened. Samuel E. Williams, AN, USN, of NAS Barber's Point, Hawaii, had won the featherweight title; his brother, Earl Williams, AN, USN, also of Barber's Point, had been crowned lightweight champ and Samuel E. Williams, SN, USN, of NOB Kodiak, Alaska, had taken the middleweight title.

Little did the sportswriters know that this was only the beginning. Along came the 1950 finals. All three of the 1949 Williams champions, taking local Navy competitors in their stride, were sent by their shipmates into the 1950 All-Navy, and all three continued through to repeat victories.

However, two of them had put on weight since the previous year's bouts. So now ex-featherweight champ Sam E. Williams became the 1950 lightweight titlist while brother

Earl, ex-lightweight champion, won the welterweight championship. The other Sam E. Williams successfully defended his middleweight crown.

The Williams boys seemed to have a monopoly on the Captain Jack Kennedy Memorial Boxing Trophy for the "outstanding boxer" too. In 1949 the trophy had been awarded to featherweight Sam E. Williams (of Barber's Point). It was the first time the trophy was awarded. In 1950, the trophy stayed in the Williams clan; brother Earl won it.

There was no All-Navy boxing tourney in 1951 and brothers Sam and Earl didn't compete in the 1952 contest, but the name "Williams" stayed on the Kennedy Award—the other Sam. E. Williams won it for his showing in the light middleweight class. The Williams domination of the trophy was finally broken when Ferrel Snider, FN, USN, of USS *Charles P. Cecil* (DDR 835) received the award in 1953.

The Captain Jack Kennedy Memorial Boxing Trophy is a perpetual award to the outstanding boxer in All Navy tournaments. It is presented in memory of the late Captain John Francis Kennedy, USN (Ret.), well-remembered in the Navy and sporting world at large for his interest and friendly encouragement of athletes in general and boxing in particular.

Winners of the Kennedy award



'HOT SHOT'—Chief Machinist Orfutt Pinion, USN, has been winning pistol awards steadily for several years.

are chosen on the basis of "courage, sportsmanship, aggressiveness and boxing skill." The winner's name is inscribed each year on a shield at the base of the trophy which is retained for a year by the activity represented by the winner.

The trophy itself is not new. When Captain Kennedy, then an ensign, was developing an athletic program at NTC Great Lakes during World War I, he donated the trophy as a perpetual award to that station's best "boot" boxer of the year.

After the Captain died in 1948,

the long-idle trophy was removed from the Great Lakes trophy case and forwarded to BuPers where it was reconditioned and placed in Navy-wide competition.

Basketball

In 1947, for the first official All-Navy tourney in history, all eyes were focused on NTC Great Lakes, where eight teams, each the survivor of its respective area or group preliminary tourneys, converged for the final honors.

The naval Hawaiian Area team came out of the tournament as the All-Navy basketball champs. The Hawaiian outfit reached the championship by defeating NAS Moffett Field 46-33 in the quarterfinals, dumping the Quantico Marines 59-46 in the semi-roundup and romping over the Camp Lejeune Marines 57-45 in the title game.

The El Toro Marines took third place honors and NATTC Jacksonville was awarded the consolation prize. Other teams that participated in this first All-Navy tourney were NABT Pensacola, Fla., and NAS Quonset Point, R. I.

Here's what happened in All-Navy basketball in the following years:

- The 1948 All-Navy competition, held at NAS Jacksonville, matched the Quantico Marines and the West Coast Marines in the final game. Quantico won the title by a single basket, 69-67.

- The 1949 title was won by the NAS Norfolk Flyers, an augmented team of Air Force, U. S. Atlantic Fleet, representing the Atlantic Fleet and the South-Central Group. Runner-up was the Submarine Force, Pacific Fleet team of the Hawaiian Group. The finals that year were held in Pearl Harbor, T. H.

- In 1950, the Norfolk Flyers repeated their 1949 performance against SubPac, only this year they did it at the Norfolk City Auditorium. The Flyers strafed the submariners 100-62.

There was no All-Navy basketball tournaments in 1951 or 1952.

NAS Los Alamitos, Calif., turned the trick for the All-Navy title in 1953 and went on to win the first annual Interservice Basketball championship by stomping the Quantico Marines in the finals. For an account of this victory see ALL HANDS, June 1953, p. 22.

Football

In football, the Quantico Marines



GOLD MEDAL CREW—Naval Academy's eight oarsmen won 1952 Olympics—second time that a Navy Midshipman crew won Olympic shell-racing trophy.

have won all three All-Navy titles since competition started in 1947. In the first year, Quantico defeated NAS Alameda 26-0 at San Diego for their 12th straight win of that season. They continued undefeated through 1948 and successfully defended their All-Navy crown by shutting out their brother Marines from MCRD San Diego 21-0 in the championship game played at Norfolk. In 1949, it was Quantico again all the way as the club knocked off Camp Pendleton 14-13 in a contest played in Los Angeles's Coliseum.

Baseball

In baseball, the Quantico Marines won the first title over NTC San Diego in 1947. In 1948, the Virginia Marine team successfully defended its title against the team from Submarine Forces, Pacific.

In 1949, Quantico traveled to Honolulu Stadium and started out as though they were all set for a third title. But this time the story was to be different. In the first game of the best-of-five series, the Marines won 5-3, but then the submariners from the Pacific got first up and torpedoed the Marines, winning the next three games, 5-2, 10-6 and 7-1 for the championship.

There were no All-Navy baseball series in 1950-51-52, but in 1953, NAS Los Alamitos went through the tough grind to annex the All-Navy title—and the first annual Interservice baseball championship. (See ALL HANDS, November 1953, p. 18.)

Holding the softball championship in the last All-Navy tourney in this sport was the AirPac team, which took three straight games from NAS Columbus, Ohio, in the 1949. finals. Fleet Air Alameda won the 1948 pennant over NAS Dallas. The 1947 playoff trophy was won by NAS Alameda against NAS Jacksonville. After 1949, this sport was dropped from the All-Navy schedule, although it is still one of the most popular in Navy intramurals.

Bowling

When the first All-Navy bowling championship was held in 1949, William S. McCormick, AE2, USN, of NAS San Diego and representing the Pacific Fleet Group, became the first All-Navy bowling champion.

So much interest has been aroused by this initial All-Navy kegler program that when transportation difficulties caused cancellation of the scheduled 1950 tourney, Navy ball-rollers were offered a substitute com-



FOOTBALL CHAMPS—Quantico Marines won All-Navy title three years in a row. Navy intramural sports program has fostered many championship players.

petition. They could—and did have an All-Navy bowling championship via telegraph.

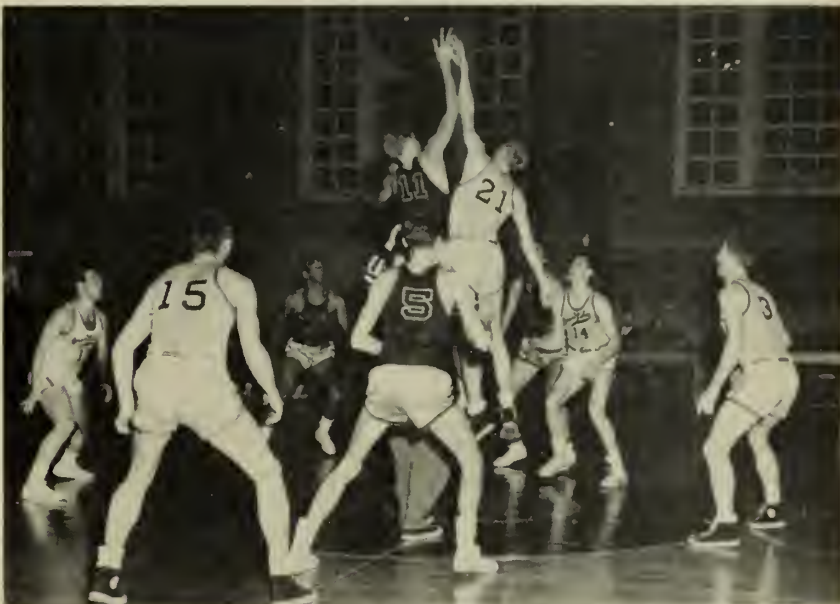
In this tourney, each naval district conducted contests to select the best team to compete with others of the same group. This resulted in eight group championships. Each of these teams, rolling in their own alleys under official supervision, telegraphed its certified scores to BuPers where the results were tabulated and the winner determined.

Individual champion of this unique

tele-bowling venture was R. M. DeVito, AD2, of NAS Floyd Bennett Field, N. Y. DeVito, a member of the 3rd ND team, representing the Northeastern Group, tumbled 1859 pins in nine games for a 206.5 average. The 8th ND team, representing the South-Central group, rolled an aggregate 8550 for the team title.

Pistol

In the fall of 1951, a four-man Navy pistol team for the first time won the National Rifle Association's



FROM CARRIER DECKS to tiny gyms, basketball is one of most popular sports. Here, NAS Los Alamitos and NTC Great Lakes teams vie for All-Navy crown.



WHALEBOAT RACE for coveted Battenburg Cup was won by USS Enterprise (CVA-6) at Pearl Harbor, T. H., in 1939.

national .45 caliber championship. Shooting for the Navy at the San Francisco matches were Chief Machinist Offut Pinion, USN, L. M. Rizzola, AFC, USN, L. W. Yokum, GMC, USN, and F. R. Chow, TDIC, USNR.

In the 1953 NRA pistol matches at Camp Perry, Ohio, the Navy team again walked off with top honors in the .45 caliber class. Pinion and Rizzola were again members of the team, along with Commander F. F. Hedblom, MC, USN, Fred McFarland, AD1, USN, and Charles L. Frazier, AOC, USN.

In both years, the Navy pistoleers defeated more than 20 of the nation's top service gun clubs and civilian police teams to collect the highly-prized NRA silver bowl trophy.

Swimming

Swimming is not only a favorite sport in the Navy, but it is also a fundamental requirement of every man in the naval service. Although swimming was short-lived as an All-Navy sport, the sea services have always had some of the top aquamen in the nation.

John Higgins, who is now swimming coach at the Naval Academy, was the collegiate backstroke champion in 1934-35-36. Lieutenant (junior grade) Jack Taylor, 1951 NCAA and AAU backstroke champion, won third place in the 1952 Olympic backstroke event. Finishing just behind Taylor was another Navy man, Lieutenant (junior grade) Allen Stack, who as a Yale NROTC student, placed first in the 1948 Olympic 100-meter backstroke.

During the latter part of World War II, Navy swimmers won the AAU title. In 1944, NTC Great Lakes won the title and the following year, NTC Bainbridge annexed

the crown. Not to be overlooked are such outstanding present-day Navy swimmers as Don Rosenthal, Roger Hadlich and Charles Moss.

Wrestling

In wrestling, last year, NTC San Diego just barely missed winning the AAU wrestling title, being edged out 21-20 by Multnomah, Ore., A. C. A close third with 19 points was NTC Great Lakes. Navy wrestlers to win titles were Richard Delgado, 114.5 pound champion, Don Hedges, 175 pound champion and Marine Jeryl Wilson, 136 pound titlist.

In the last Olympic games, Lieutenant Josiah Henson battled his way to a third place medal in freestyle featherweight wrestling event.

The All-Navy sports program, the largest ever attempted by the naval service, has fostered competition which is serving to maintain physical fitness and is an important morale factor for participants and spectators alike.

Intramural

But even before the introduction of All-Navy competition in 1947 and its re-introduction in 1953, Navy had continued a strong physical fitness program. Before and since, it has continually stressed athletics on the intramural level.

The intramural sports program has not only afforded the "little man" a chance to compete in athletic events on his own level, but has also proved a sort of stepladder leading to the All-Navy and Interservice levels of competition.

Take, for example, Noel Winfield; TMC, USN, who played "dungaree baseball" at the Pearl Harbor Submarine Base. While pitching for the Ordnance Division intramural team, he was "discovered" by the coach of the SubPac varsity.

With a little training and some

varsity experience, Winfield became one of the top pitchers on the team. He was, so to speak, SubPac's "stopper." This was proved in the third game of the 1949 All-Navy tournament between SubPac and Quantico.

The SubPac "Raiders" had scored one run in the second inning, four in the third and one in the fifth to lead 6-0. The Marines fought back and finally knotted the score 6-all in the eighth.

After the SubPac manager had used two other pitchers with little success, Winfield was sent in. Holding the vaunted Marine bats silent for the remainder of the game, Winfield received credit for the victory when a grand slam home run by Hap Ivey in the 11th inning gave the Raiders a well-earned 10-6 win.

Incidents like the above, as well as past history, give concrete evidence of the great value of athletics, from the intramural up to the All-Navy and Interservice competitions.

From the days of rowing and rigging races to today's Interservice program, it has been proved that a team with spirit and enthusiasm on the athletic field is a good indication that the ship or station it represents will also be an efficient fighting unit in the Navy.—By Rudy C. Garcia, JO1, USN, and E. J. Jeffrey, JOC, USN.

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(This sports roundup, and the preceding article in the March 1954 issue on Navy's athletic programs through the years, could not of course cover all the accomplishments or name all the names of Navymen and Marines who have figured significantly in the world of sports. If there are any sea service sports or top personalities that you think deserve special mention, write in and let us know about them.—ED.)



LCUs in Packages

AMPHIBIOUS sailors may be getting their landing craft in packaged, prefabricated form in the future.

The Navy is presently building LCUs (Landing craft, utility) in three sections for easy loading aboard ship. Each section is watertight and can float independently. This would allow reassembly of the entire craft in the water if necessary. Six men can break the craft down into its three sections. Each section is flanged for bolting together. A rubber gasket provides a seal between sections.

Fuel oil tanks and fresh water tanks are located in the center section of the ship. The only pipes to be disconnected or connected are those which run to the engines, an auxiliary water pump and a fresh water heater.

The LCU, which is similar to the World War II LCT (landing craft, tank) is 115 feet long, has a beam of 34 feet and is powered by three 225 h.p. engines. Its armament comprises two 20mm. guns, one on either side of the pilot house. Top load for LCUs is 180 tons.

Guns and other topside equipment that can be crated are stored in one of the sections of the ship. Equipment too bulky to be crated and stored below decks is secured to the deck of the craft. All electrical wiring runs through the ship in the same locations. Before the LCU is separated, wiring is pulled to one end of the ship to be stored.

Upper left: Weights are loaded aboard LCU. *Upper right:* 'Little Lift'—one-third of LCU is lifted aboard ship. *Right center:* 'Big Lift'—entire LCU with more than 50 tons of excess weight is lifted clear of water to test strength. *Lower right:* Three sections of LCU are secured as deck cargo. *Lower left:* Tests passed with flying colors, LCU waits to be loaded aboard ship.





USS FRANKLIN D. ROOSEVELT (CVA 42) rounds Cape Horn en route to Bremerton, Wash., for complete modernization.

Pollywog to Shellback to Mossback

"POLLYWOGS" became "Shellbacks," and then a few days later found themselves "Mossbacks" entitled to spit to windward, during the recent trip of *uss Franklin D. Roosevelt* (CVA 42) from the Atlantic to the Pacific Coast.

Since *Roosevelt* is too large to go through the Panama Canal, she was routed around Cape Horn on her trip from Norfolk, Va., to Bremerton, Wash. On the way, the big carrier made stops at various South American ports.

Leaving Norfolk in early January, she arrived at Bremerton on 5 March after lay-overs at Rio de Janeiro, Brazil; Maldonado, Uruguay; Mar del Plata, Argentina; Callao, Peru; Balboa, C. Z.; and San Francisco, Calif.

After her arrival at Bremerton, the giant carrier entered the Puget Sound Naval Shipyard where a program of complete modernization will be carried out over the next two years.

Incidentally, it has been estimated that it will take about 800,000 man-

days of work to complete the modernization, one-third the time needed to build a new carrier of the *Forrestal* type. During the conversion, *FDR* will haul down her commission pennant after partial inactivation.

Biggest change planned for the carrier is the installation of the canted deck, which has proved to be so valuable to carriers in experiments run on *uss Antietam* (CVS 36). Recently *uss Hancock* (CVA 19) became the second U. S. carrier to have the canted deck when she was reactivated.

In addition to the new deck, *FDR* will be fitted with steam catapults, enabling her to launch planes even in a dead calm. Higher capacity elevators and arresting gear will be installed and the flight deck will be strengthened.

Below decks, provisions will be made to increase the ship's capacity for carrying aviation gas, enabling her to operate planes without refueling for longer periods of time than is now possible.

Roosevelt made history on her east-west trip. She became the biggest U. S. Navy ship ever to enter the Pacific Ocean and the first of the *Midway* class to round the Horn.

The Equator crossing wasn't any record breaking event, unless the fact that a total of 1400 "Pollywogs" entered the "Forbidden Domain" of Neptunus Rex, King of the Deep, and received the traditional initiation from the old-time "Shellbacks," could be classed as such.

Those loyal subjects of King Neptune, "Peg-Leg," "One-Eye Cyclops," "Hooknose Snoozer," "the Royal Baby" and many others, visited the ship and amid liberal dosings of grease, flour, water and dye, welcomed the neophytes to the famed underwater kingdom.

Later the initiates added further luster to their exploits as they rounded Cape Horn and qualified as "Mossbacks."

Bucking northeasterly winds of 68 knots accompanied by large swells, *FDR* turned westerly after many long days on a southerly course. A few

lonesome cliff-dwelling birds hovered near the ship as it reached the point of Cape Horn where the Pacific meets the Atlantic.

Steaming at a steady 18 knots, the ship sliced westward into the slightly rougher waters of the Pacific. Far to port lay the cold Antarctic, to starboard the whole of the North and South Americas. In a short while *Roosevelt* turned her bow northward, bound for Peru, having rounded the southernmost tip of the continent without any difficulty.

During the two-month trip from one ocean to another, *FDR* and her crew were greeted as friends in the South American ports they visited, from beautiful Rio to historic Callao, port of Lima, Peru. Each city went all out in its efforts to welcome and entertain the *norteamericanos*.

Typical of the receptions was the one at Mar Del Plata, Argentina, where throngs of Argentineans greeted the carrier. From that moment until the ship sailed out of the colorful resort city, there was a full schedule of entertainment for the Navymen.

Each day there were beef barbecues on the beach for as many as could attend. Those unable to attend the larger fêtes were invited to private homes. Sports facilities throughout the city were opened to the sailors; the golf course and beaches were crowded with white hats.

Dances were planned and carried out, each complete with dates, dinner and entertainment. Softball and basketball games were played on the beach with teams from Buenos Aires supplying the opposition. A return basketball game on the carrier was played before a large crowd.

One of the items of interest for the South Americans was the ship's helicopter. Each day it performed

for the crowds on the nearby beaches, drawing cheers and gasps as it went through its paces.

One of the biggest surprises as far as the *FDR* crew was concerned was the tremendous interest the South Americans displayed in basketball. In every port, the carrier's team was challenged to a game almost before the anchor had been dropped.

After the club had defeated a Brazilian team in Rio de Janeiro twice, the team was feeling rather proud. But at the next port, Maldonado, Uruguay, they were soundly trounced by the local outfit by scores of 58-35 and 75-40. Too late the carriermen found that three members of the Uruguayan Olympic basketball team had been members of the quintet that defeated them. It seems that this same team had come within three points of beating the famed Harlem Globe Trotters, one of the outstanding basketball teams in the world.



FLATTOP ties up at Balboa, Canal Zone. Below: Sailors saw statue of Christ which watches over Rio.



SAILORS dan 'feed bag' at one of several beef barbecues held for them in Argentina. Right: South American dancers perform traditional folk dances.



1954 Voting Information on Primary and

STATE	** MIN AGE	** MINIMUM RESIDENCE REQUIREMENTS	** OTHER REQUIRE- MENTS	* MUST SERVICE- MAN REGISTER BEFORE VOTING?	** IS REGIS- TRATION PERMANENT?	* IS REGIS- TRATION PERMITTED BY MAIL?	* HOW DOES SERVICEMAN BECOME REGISTERED?	** WHO MAY VOTE BY ABSENTEE BALLOT?
ALABAMA	21	2 yrs. in S; 1 yr. in C; 3 mos. in P	RV; pay PT, except AFP; read & write U. S. Con- stitution in English	YES	YES	NO	In person only at office of Board of Registrars on the first and third Monday of each month	AFP & wives
ARIZONA	21	1 yr. in S; 30 days in C; 30 days in P	RV; read I. S. Constitu- tion; write name	YES	YES See note 1	YES	Request registration affidavit from C recorder any time prior to 4 mos. before next general E	All persons
ARKANSAS	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP	THERE ARE NO REGISTRATION REQUIREMENTS FOR ANYONE IN ARKANSAS				All persons
CALIFORNIA	21	1 yr. in S; 90 days in C; 54 days in P	RV	NO	YES See note 1	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
COLORADO	21	1 yr. in S; 90 days in C; 15 days in P	RV	YES	YES See note 1	YES	Request registration form from C Clerk prior to 15-day period before E	All persons
CONNECTICUT	21	1 yr. in S; 6 mos. in Town or City	RV; read State Con- stitution in English	YES	YES	YES	Request registration form from Town, Borough, or City Clerk at any time prior to E	All persons
DELAWARE	21	1 yr. in S; 3 mos. in C; 30 days in P	RV; read State Constitu- tion in English; write name	NO	NO	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
FLORIDA	21	1 yr. in S; 6 mos. in C	RV	YES	YES in some C	NO	Re-registration permitted by mail. Registration must be made in person at Office of Supervisor of Registrations at any time prior to 30-day period before an E	All persons
GEORGIA	18	1 yr. in S; 6 mos. in C	RV	YES	YES ¹ since 1948	YES	Apply to C Tax Collector for "Military Registration Form" at any time before an E	All persons
IDAHO	21	6 mos. in S; 30 days in C	RV; read & write English	NO	YES See note 1	YES	Registration is automatic, when marked ballot is accepted by election officials	All persons
ILLINOIS	21	1 yr. in S; 90 days in C; 30 days in P	RV, except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
INDIANA	21	6 mos. in S; 60 days in Ts; 30 days in P	RV	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
IOWA	21	6 mos. in S; 60 days in C; 10 days in P	RV in some cities	NO	YES See note 2	YES	Registration is automatic when marked ballot and executed affidavit on back of ballot envelope have been accepted by election officials	All persons
KANSAS	21	6 mos. in S; 30 days in Ward or Ts	RV in some cities, except AFP & Ds in General E	NO	VARIES See note 2	NO	Armed Forces Personnel not required to register for General E	All persons
KENTUCKY	21	1 yr. in S; 6 mos. in C; 60 days in P	RV	NO	YES See note 1	YES	Registration is automatic when application for absentee ballot has been accepted by election officials	All persons
LOUISIANA	21	2 yrs. in S; 1 yr. in Par- ish; 3 mos. in P	RV; read & write	YES	YES See note 2	NO	Only in person, at place of Louisiana residence at any time prior to 30 days before an E	AFP & wives
MAINE	21	6 mos. in S; 3 mos. in Town or C	RV; read & write English	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
MARYLAND	21	1 yr. in S; 6 mos. in C	RV	NO	YES See note 1	YES	Registration is automatic when executed affidavit on back of ballot envelope of returned ballot has been accepted by election officials	AFP, MM, & CC
MASSACHUSETTS	21	1 yr. in S; 6 mos. in City or Town	RV; read State Constitu- tion; write English	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
MICHIGAN	21	6 mos. in S; 30 days in City or Ts	RV	NO	YES	YES	Registration is automatic when marked ballot and executed registration certificate which accompanies ballot have been accepted by election officials	All persons
MINNESOTA	21	6 mos. in S; 30 days in E District	RV in certain Cities	YES	YES See note 2	YES	Request "Registration Application" form from City Clerk prior to 20-day period preceding an E	AFP, MM, & CC (all others if in U. S.)
MISSISSIPPI	21	2 yrs. in S; 1 yr. in E District	RV, pay PT except AFP, MM & CC; read & understand State Constitution	NO	YES	YES	Request "Registration Form" from City or C Clerk when applying for absentee ballot	All persons
MISSOURI	21	1 yr. in S; 60 days in C; City or T	RV in cities over 10,000, except AFP	NO	YES See note 2	NOT REQUIRED	Armed Forces personnel not required to register	All persons
MONTANA	21	1 yr. in S; 30 days in C & P	RV	YES	YES See note 1	YES	Apply to C Clerk for "War Registration Card" at any time, except during 45-day period before E	AFP, MM, & CC (all others if in U. S. or Territories)
NEBRASKA	21	6 mos. in S; 40 days in C; 10 days in P	RV in cities over 7,000 pop.	NO	YES and 1956 See note 2	YES	Request "Registration Forms" from C Clerk when applying for absentee ballot	All persons
NEVADA	21	6 mos. in S; 30 days in C; 10 days in P	RV, except AFP, MM & CC	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
NEW HAMPSHIRE	21	6 mos. in S; 6 mos. in P	Have name on "Voters' Check List"	NO	YES	YES	Name will be placed on check list automatically when applica- tion for ballot has been accepted by election officials	All persons
NEW JERSEY	21	1 yr. in S; 5 mos. in C	RV, except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
NEW MEXICO	21	1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES See note 1	YES	Request "Affidavit of Registration" form from C Clerk prior to 30 day before an E	No one
NEW YORK	21	1 yr. in S; 4 mos. in C; 30 days in P	RV	NO	NO	YES	Request "Registration Application" from Board of Elections prior to 10 days before an E	All persons
NORTH CAROLINA	21	1 yr. in S; 4 mos. in P	RV; read & write State Constitution	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons
NORTH DAKOTA	21	1 yr. in S; 90 days in C; 30 days in P	RV for local E only	NO	NO	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OHIO	21	1 yr. in S; 40 days in C; 40 days in P	RV in some C except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OKLAHOMA	21	1 yr. in S; 6 mos. in C; 30 days in P	RV except AFP, MM, CC & Ds	NO	NO	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OREGON	21	6 mos. in S	RV; read & write English	NO	YES See note 1	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons
PENNSYLVANIA	21	1 yr. in S; 2 mos. in P	RV, except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	AFP, hospital vets
RHODE ISLAND	21	1 yr. in S; 6 mos. in Town or City	RV, except AFP, MM & CC	NO	YES since 1952 See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
SOUTH CAROLINA	21	2 yrs. in S; 1 yr. in C; 4 mos. in P	RV; read & write State Constitution, or own \$300 in property	YES	YES for 10 years	YES	Request registration card from Board of Registrations; executed application must be received back not later than 30 days before E	AFP, MM, & CC
SOUTH DAKOTA	21	5 yrs. in U.S.; 1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES See note 1	YES	Request "Registration Affidavit" form from C Auditor; executed applica- tion must be received back not later than 20 days before E	All persons

ABBREVIATIONS USED IN CHART

AFP	Armed Forces Personnel; Military personnel serving in the Army, Navy, Air Force, and Marine Corps. (Also members of the Coast Guard where the State law includes them as part of the Armed Forces.)	Ds	Dependents	L	Local
C	County or Counties	Dem	Democratic	MM	Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.
CA	Constitutional Amendment(s)	E	Election	P	Precinct
CC	Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.	F	Federal	PT	Post Tax
		FPCA	Federal Post Card Application (Form 76)	R	Residence
				Rep	Republican

General Elections for the Armed Forces

** IS ABSENTEE VOTING PERMITTED IN		1954 ELECTIONS		*	*	*	*	STATE
PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION	APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	
YES	YES	4 May—F & S 1 June—Run-off	2 Nov—F & S; CA	FPCA	10 days before E to C Registrar	21 days before E	Day of E	ALABAMA
YES	YES	7 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	30 days before E to C Recorder	30 days before E	6:00 P. M. day of E	ARIZONA
YES	YES	27 July—F, S, & L 10 Aug—Run-off	2 Nov—F, S, & L; CA	FPCA	60 days before E to C Clerk	1: days before Primary E, if in US; 20 days before Primary E, if outside US; 10 days before General E	6:30 P. M. day of E	ARKANSAS
YES	YES	8 June—F, S, & L	2 Nov—F, S, & L	FPCA	Any time before E to C Clerk	20 days before E	16 days after E	CALIFORNIA
YES	YES	11 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	90 days before E to C Clerk	30 days before E	5:00 P. M. day of E	COLORADO
No State-wide Primaries	YES	(No State-wide Primaries)	2 Nov—F, S, & L	FPCA	4 months before E to Town Clerk	4 months before E	6:00 P. M. day before E	CONNECTICUT
NO	YES	(Sometime between 11 July & 27 Aug) F, S, & L	2 Nov—F, S, & L	FPCA	Any time to Department of E, C of R	50 days before General E	Day of E	DELAWARE
YES	YES	4 May—F & S 25 May—Run-off	2 Nov—F & S; CA	Fla. Form	15 days before E to SuR, C of R	45 days before E	5:00 P. M. on day before E	FLORIDA
YES	YES	8 Sept—F & S	2 Nov—F & S; CA	FPCA	Any time before E to C Registrar for Primary E, and C Probate Judge for General E	As soon as printed	Day of E	GEORGIA
YES	YES	10 Aug—F & S	2 Nov—F & S	FPCA	60 days before E to C Clerk	30 days before E	Day of E	IDAHO
YES	YES	13 Apr—F, S, & L	7 June—Judicial E 2 Nov—F, S, & L; CA	FPCA	100 days before E to C Clerk	45 days before E	Day of E	ILLINOIS
YES	YES	4 May—F, S, & L	2 Nov—F, S, & L	FPCA	30 days prior to Primary E 60 days prior to General E to Clerk of Circuit Court	30 days prior to Primary E 60 days prior to General E	6:00 P. M. day of E	INDIANA
YES	YES	7 June—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to C Auditor	55 days before E	Day of E	IOWA
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	120 days prior to Primary E 60 days prior to General E to Secretary of State	21 days prior to Primary E 25 days prior to General E	9:00 A. M. day before E	KANSAS
YES	YES	7 Aug—F	2 Nov—F	FPCA	Any time except 10 days before E to C Clerk	As soon as available	Day of E	KENTUCKY
YES	YES	27 July—F, S, & L 31 Aug—Run-off	2 Nov—F, S, & L	FPCA	Any time to Clerk of Parish Court	30 days before E	Day of E	LOUISIANA
YES	YES	21 June—F, S, & L	13 Sept—F, S, & L; CA; RQ	FPCA	Any time to Town or City Clerk	30 days prior to Primary & State E 45 days prior to Presidential E	Day of E	MAINE
YES	YES	28 June—F, S, & L	2 Nov—F, S, & L; CA	FPCA	55 days before E to Sec. of State, Annapolis, Md.	55 days before E	Day of E	MARYLAND
NO	YES	14 Sept—F, S, & L	2 Nov—F, S, & L; RQ	FPCA	Any time to City or Town Clerk	In time to vote and return ballot	Day of E	MASS.
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	75 days before E to City or Ts Clerk	45 days before E	Day of E	MICHIGAN
YES	YES	14 Sept—F, S, & L	2 Nov—F, S, & L; CA	FPCA	30 days before E to C Auditor	12 days before E	Day of E	MINNESOTA
YES	YES	24 Aug—F 14 Sept—Run-off	2 Nov—F	FPCA	Any time before E to C Registrar	As soon as printed	Day of E	MISSISSIPPI
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to Clerk of C Court	60 days before E	6:00 P. M. day after E	MISSOURI
YES	YES	20 July—F & S	2 Nov—F & S; CA	FPCA	45 days prior to E to C Clerk	30 days before E	Day of E	MONTANA
YES	YES	10 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	90 days before E to City or C Clerk	15 days before E	10:00 A. M. 2d Thursday after E See note 4	NEBRASKA
YES	YES	1 June—F, S, & L	2 Nov—F, S, & L; CA; RQ	FPCA	90 days before E to C Clerk	As soon as printed	Day of E	NEVADA
NO	YES	14 Sept—F, S, & L	2 Nov—F, S, & L; RQ	FPCA	Any time to Sec. of State, Concord, N. H.	20 days before E	Day of E	NEW HAMPSHIRE
YES	YES	20 Apr—F & L	2 Nov—F & L	FPCA	Any time to C Clerk	24 days before E	Day of E	NEW JERSEY
NO	NO	4 May—F, S, & L	2 Nov—F, S, & L; RQ	NO ABSENTEE VOTING PERMITTED IN THE STATE OF NEW MEXICO BY ANYONE				NEW MEXICO
NO	YES	14 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to Sec. of State, Albany I. N. Y.	11 Oct	23 Nov	NEW YORK
YES for APP & votes MM & CC	YES	29 May—F, S, & L 26 June—Run-off	2 Nov—F, S, & L; CA	FPCA	Any time to Chairman, C Board of Elections	60 days before E	3:00 P. M. day of E	N. CAROLINA
YES	YES	29 June—F, S, & L	2 Nov—F, S, & L; CA	FPCA	30 days before E to C Auditor	21 days before E	20 days after E	NORTH DAKOTA
YES	YES	1 May—F, S, & L	2 Nov—F, S, & L; CA	FPCA	1 Jan to Clerk, C Board of Elections	60 days before E	12:00 (noon) day of E	OHIO
YES	YES	6 July—F, S, & L 27 July—Run-off	2 Nov—F, S, & L	FPCA	Any time to Sec. of State, Okla. City, Okla.	As soon as available	7:00 P. M. day of E	OKLAHOMA
YES	YES	21 May—F, S, & L	2 Nov—F, S, & L; CA	FPCA	60 days before E to C Clerk	60 days before E	5 days before day of E	OREGON
YES	YES	18 May—F & S	2 Nov—F & S	FPCA	Any time to Sec. of State, Harrisburg, Pa.	At least 25 days before E	10:00 A. M. 2d Friday after E See note 3	PENNSYLVANIA
NO	YES	20 Sept—(Dem) F, S, & L 29 Sept—(Rep) F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to Sec. of State, Provid- ence, R. I.	About 20 days before E	Dec 1 See note 3	RHODE ISLAND
YES	YES	13 Jul—F, S, & L 27 Jul—Run-off	2 Nov—F, S, & L	FPCA	Any time to Board of Registration, C of R	As soon as available	Day of E	S. CAROLINA
YES	YES	1 June—F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to C Auditor	At least 20 days before Primary E At least 70 days before General E	Day of E	SOUTH DAKOTA

RQ Referendum Question

RV Registered Voter

S State

SuR Supervisor of Registration

T Town

Ts Township

* Information applies PRIMARILY TO AFP;
in some cases it may also apply to others.

** Information applies to ALL PERSONS.

1 If person votes with prescribed regularity

2 In certain cities and/or counties

3 Ballot must be voted and/or postmarked not later
than day of E

4 Marked ballot envelope must be postmarked not later
than midnight of day before E

Continued on next page)

STATE	* MIN AGE	** MINIMUM RESIDENCE REQUIREMENTS	** OTHER REQUIRE- MENTS	* MUST SERVICE- MAN REGISTER BEFORE VOTING?	** IS REGIS- TRATION PERMANENT?	* IS REGIS- TRATION PERMITTED BY MAIL?	* HOW DOES SERVICEMAN BECOME REGISTERED?	** WHO MAY VOTE BY ABSENTEE BALLOT?
TENNESSEE	21	1 yr. in S; 6 mos. in C	RV	NO	YES See note 1	YES	Registration is automatic when an absentee Armed Forces ballot is voted	All persons
TEXAS	21	1 yr. in S; 6 mos. in C	Pay FT except AFP & MM	THERE ARE NO REGISTRATION REQUIREMENTS FOR ANYONE IN TEXAS				All persons except regular AFP
UTAH	21	1 yr. in S; 1 mos. in C; 60 days in P	RV	NO	YES See note 1	YES	Registration is automatic when executed affidavit on back of ballot envelope has been accepted by election officials	All persons
VERMONT	21	1 yr. in S	Have name on "Voters' Check List"	YES	YES	YES	Request "Freeman's Oath Form" from Town Board of Selectmen at any time	All persons
VIRGINIA	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay FT, except AFP; RV, except AFP	NO	YES	NOT REQUIRED	Armed Forces personnel not required to register	All persons
WASHINGTON	21	1 yr. in S; 30 days in C; 30 days in P	RV; read & speak English	NO	YES See note 1	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
WEST VIRGINIA	21	1 yr. in S; 60 days in C; 60 days in P	RV	YES	YES See note 1	YES	Request "Temporary Registration" form from Clerk of Court at any time, executed form must be received back not later than 10 days before E	All persons
WISCONSIN	21	1 yr. in S; 10 days in P	RV, except AFP, MM & CC	NO	YES 1 if required	NOT REQUIRED	Armed Forces personnel not required to register	All persons
WYOMING	21	1 yr. in S; 60 days in C; 10 days in P	RV; read State Constitution	NO	YES See note 1	YES	Registration is automatic for voting in General Election when executed affidavit on back of absentee ballot envelope has been accepted by election officials	AFP, MM & CC (all others, if in U.S., as Territorians)
ALASKA	21	1 yr. in Territory; 30 days in P	RV in certain municipal E; read U.S. Constitution; write English	YES In certain municipal E	NO	NO	Apply in person at seat of local government	All persons
HAWAII	21	1 yr. in Territory; 3 mos. in Represt. Dist.	RV; read, write Eng. or Hawaiian	YES	YES See note 1*	YES	Request "Absentee Registration Form" from C. Clerk, executed application must be received back not later than the 5th Friday before Primary E, or the 10th Wednesday before General E	No one
PUERTO RICO	21	1 yr. in Municipality of Territory	RV	YES	YES	NO	Apply in person at City Hall	No one
VIRGIN ISLANDS	21	1 yr. in Territory	RV; read, write English	YES	YES	NO	Apply in person at City Hall	No one
DIST. OF COLUMBIA		NO VOTING PRIVILEGES AVAILABLE TO RESIDENTS OF THE DISTRICT OF COLUMBIA						- - -

ABBREVIATIONS USED IN CHART

AFP Armed Forces Personnel; Military personnel serving in the Army, Navy, Air Force, and Marine Corps. (Also members of the Coast Guard where the State law includes them as part of the Armed Forces.)
C County or Counties
CA Constitutional Amendment(s)
CC Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.

Ds Dependents
Dem Democratic
E Election
F Federal
FPCA Federal Post Card Application (Form 76)

L Local
MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.
P Precinct
PT Poll Tax
R Residence
Rep Republican

**BEFORE YOU CAN REGISTER OR VOTE YOU MUST
BE ELIGIBLE UNDER THE LAWS OF YOUR HOME STATE**

**SEE YOUR VOTING OFFICER OR COMMANDING
OFFICER FOR ADDITIONAL INFORMATION**

VOTERS during 1954 will be casting ballots in local, state, and federal elections throughout the United States.

Of greatest interest are the general elections which occur during November. However, since most states will conduct primary and local elections considerably earlier and since these early elections may be of great interest to Navymen, those desiring to vote by absentee ballot should insure that requests for such ballots are filed early enough to permit necessary processing.

In order to assist Navymen in voting, ALL HANDS has reproduced above the state by state voting information chart entitled *1954 Voting Information* (NavPers 15849). This chart is being distributed to naval activities by the Navy Voting Office. The information in the chart applies primarily to members of the armed forces. In some cases however, it may also apply to dependents and other individuals.

Here are a few pertinent facts concerning eligibility, and laws governing your voting privileges.

Rules Against Campaigning

Federal law prohibits the participation of service personnel—and other "agents of the government" in election campaigns.

The law prohibits commissioned, noncommissioned, warrant or petty officers from attempting to influence any member of the armed forces to vote or not to vote for any particular candidate.

The law also prohibits the delivery or presentation to servicemen of any material paid for or

sponsored by the federal government, or any officer of the government, designed to affect the result of an election. It also prohibits the taking or publishing of polls to test the political sentiment of servicemen.

Nothing in the law is to be construed as prohibiting free discussion regarding political issues or candidates, however.

Further information will be found in BuPers Inst. 1742.2 of 23 Apr 1953.

Legal residents of the *District of Columbia* have no voting privileges. In addition, *New Mexico* does not permit absentee balloting, nor do *Hawaii*, *Puerto Rico* and the *Virgin Islands*.

The State of *Texas* grants absentee voting privileges to all *except* Regular armed forces personnel.

Before you can register and vote, you must meet the eligibility requirements of your home state.

Age

All states except *Georgia* require that a person be 21 years old in order to vote in a general election. In *Georgia*, however, 18-year-olds can vote.

At least one state, *Indiana*, allows a person to vote in the primary election if he is 21 by the date of the general election. A primary election is one in which members of specific political parties vote to choose their party's candidates.

Residency

All states require a minimum period of residency as a prerequisite to voting. These requirements vary from state to state. In some states six months' residency is all that is needed. In others, one must be a

** IS ABSENTEE VOTING PERMITTED IN		1954 ELECTIONS		* APPLICATION FORM FOR REQUESTING BALLOT	* EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	* EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	* MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS	STATE
PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION					
YES	YES	5 Aug—F, S, & L	5 Aug—L; 2 Nov—F, S, & L	FPCA	Any time prior to 10 Oct General E. (U. S.). Any time prior to 1 Sept Gen- eral E. (Overseas) to 1 Comm. C of R	At least as early as 1 Oct for General E. (U. S.). At least as early as 10 Sept for General E. (Overseas)	Day of E	TENNESSEE
YES	YES	21 Jul—F, S, & L 28 Aug—Run-off	2 Nov—F, S, & L; CA	FPCA	Any time to C Clerk	As soon as available	1:00 P. M. day of E. Ballot must be voted between 2:00 and 10:00 p.m. to E	TEXAS
YES	YES	7 Sept—F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to C Clerk	As soon as printed	6:00 P. M. day of E	UTAH
YES	YES	11 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to C Clerk	30 days before E	Day of E	VERMONT
YES	YES	6 Apr—Municipal 11 Jul—F & L 17 Aug—Run-off	8 June—Municipal 2 Nov—F & L	FPCA	90 days prior to E. (Overseas). 50 days prior to E. (U. S.). To Sec. of State, Richmond, Va.	90 days before E. (Overseas) 60 days before E. (U. S.)	Day of E	VIRGINIA
YES	YES	11 Sept—F, S, & L	2 Nov—F, S, & L; CA	FPCA	1 July to Sec. of State, Olympia, Wash.	25 days before E	11 days after Primary E 15 days after General E. See note 3	WASHINGTON
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to Clerk of Circuit Court, C of R	70 days before E	Day of E	WEST VIRGINIA
YES	YES	11 Sept—F, S, & L	2 Nov—F, S, & L; RQ	FPCA	60 days before E to C Clerk	About 21 days before E	Day of E	WISCONSIN
YES	YES	17 Aug—F & S	2 Nov—F & S, CA	FPCA	Any time to C Clerk	As soon as printed	Day of E	WYOMING
YES	YES	27 Apr—Territorial	12 Oct—Territorial	FPCA	90 days prior to E to any Commis- sioner, District of R	90 days before E	Balot must be postmarked not later than day of E.	ALASKA
NO	NO	2 Oct—Territorial & L (Delegate to Congress)	2 Nov—Territorial & L (Delegate to Congress)	NO ABSENTEE VOTING PERMITTED IN THE TERRITORY OF HAWAII BY ANYONE				HAWAII
NO	NO	NONE	NONE	NO ABSENTEE VOTING PERMITTED BY ANYONE FROM THE GOVERNMENT OF PUERTO RICO				PUERTO RICO
NO	NO	NONE	2 Nov—L	NO ABSENTEE VOTING IS PERMITTED IN THE VIRGIN ISLANDS BY ANYONE				VIRGIN ISLANDS
---	---	---	---	---	---	---	---	DIST. OF COLUMBIA

RQ Referendum Question
RV Registered Voter
S State
SuR Supervisor of Registration
T Town
Ts Township

* Information applies PRIMARILY to AFP;
in some cases it may also apply to others.

¹ If person votes with prescribed regularity

³ Ballot must be voted and/or postmarked not later than day of E.

² In certain cities and/or counties

⁴ Marked ballot envelope must be postmarked not later than mid-
night of day before E.

** Information applies to ALL PERSONS.

➡ MAKE ALL NECESSARY APPLICATIONS AS
EARLY AS YOUR STATE WILL PERMIT

➡ APPLICATIONS FOR REGISTRATION OR ABSENTEE
BALLOTS MUST BE MADE ON APPROVED FORMS

state resident for one or two years. *South Dakota* requires its voters to be a resident of the U. S. for five years, a resident of the state for one year, a resident of a county for 90 days and resident of the precinct for 30 days.

Usually the state, city or county (or township or parish) in which a person lived before entering the armed forces is considered to be his legal residence for voting purposes—unless he has changed his residence while in the service.

Most states provide that time spent in the armed forces may be included in the total residence requirement. For example, if the minimum residency required by a certain state is two years and a person lived in that state one year and

then served in the armed forces for one year, he will have fulfilled the minimum residence requirement of two years.

A few states, however, require that a person shall have met the residence requirement before entering the armed forces in order to qualify for voting by absentee ballot. If you are in doubt about the requirements of your state, consult your voting officer.

Registration and Application

Most states require that a person be registered, showing that he is fully qualified to vote. A few states require registration to be completed prior to election day.

A few states require re-registration periodically. All states other than *New Mexico* and *Florida* will accept the Federal Post Card Application for Ballot (known as FPCA or Form 76) from persons desiring to vote. These post card applications are available to all personnel on active duty.

Be sure to make all necessary applications as early as your state will permit. Consult your voting officer for additional information.

All qualified voters are privileged

to vote in every election. The Navy endeavors to make it as easy as possible for you to exercise your right to vote even though you may be thousands of miles from your home state on election day.

Where to Find Voting Info

A forthcoming BuPers Instruction will provide additional information concerning the distribution and availability of printed publications designed to assist voting officers in each command to discharge their functions for 1954 elections.

Distribution of the chart entitled 1954 *Voting Information* (NavPers 15849) to all ships and stations has been completed.

Another publication entitled *Voting Information* (NavPers 15868) is a manual designed for the use of voting officers and contains a more comprehensive and detailed resume of voting information than that contained in NavPers 15849. This manual is presently being printed and when available, will be distributed to all ships and stations.

Are You Eligible to Vote?

Each command is required to have an officer designated as a "voting officer." He should have all information you need on the subject of voting.

If you have any doubts about your right to vote, see your voting officer.

LETTERS TO THE EDITOR

NROTC Graduates Applying for USN

SIR: Can naval officers commissioned from the NROTC, who do not request retention in their third year of active duty and accept transfer to the Naval Reserve, still have 12 months from date of transfer to reapply for a Regular Navy commission? If so, when would the 12 month's period begin for an officer who does not request retention but who remains on active duty beyond his three years in order to complete a term of obligated service?

Also how long are the provisions of Alnav 1-54 expected to remain in effect?—P. J. B., LTJG, USN.

• BuPers Inst. 1120.12B provided for the acceptance of applications from Reserve officers who have completed 12 months of active naval service as a commissioned officer after 1 Jul 1950. Inactive Reserve officers were required to submit an application to the Bureau of Naval Personnel within 12 months from the date of release to inactive duty.

Public Law 347 (79th Congress) which was the authorization for the augmentation program, expired 31 December; however, action is being taken to provide legislation to continue the program.

Individuals of your rank currently serving on active duty may apply for transfer in accordance with BuPers Notice 1120 of 11 Sep 1953, which stated that applications from lieutenants (junior grade) and ensigns may still be submitted to the Chief of Naval Personnel under the provisions of BuPers Inst. 1120.12B with the understanding that no action will be taken on the application unless and until legislation providing authority for the pro-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

gram is enacted. When such action is taken, all applications received subsequent to 1 Nov 1953 will be immediately processed and presented to a selection board for consideration.

Termination of Alnav 1-54 cannot be determined at this time.—Ed.

EDO Classification

SIR: I am a Reserve officer on inactive duty. My civilian occupation is entirely in the engineering field and I feel that it would be in this capacity that I would be most useful in the event of active duty. Is there any information which you can give me regarding the steps necessary to obtain an EDO classification?—J. K. O., LT, USNR.

• Reserve applicants for engineering duty classifications (1405, 1425, 1455) should submit a request to the Chief of Naval Personnel, Attention: Pers-B1125, indicating the classification desired and pertinent information for evaluating qualifications for the category requested.

The Chief of Naval Personnel has established educational and experience requirements by rank which must be met in order to be eligible for restricted line classifications. Further, mobilization needs of the Navy in other categories, particularly those from which sea-going officers are chosen, dictate necessity for disapproval of requests for change of designator in many cases.—Ed.

Part of USS Owens Is In Service

SIR: What is the present status of the unfinished destroyer USS Seymour D. Owens (DD 767)? This destroyer was launched 24 Feb 1947 and was about 68 per cent completed when she was again drydocked at Long Beach, Calif., in 1952.—W. F. H.

• The destroyer USS Seymour D. Owens (DD 767) is still uncompleted and is docked at the Long Beach, Calif., Naval Shipyard. She is now only 58 per cent complete because 113 feet of her bow was removed for installation on the damaged destroyer USS Ernest G. Small (DD 838). Seymour D. Owens at present is in suspended construction status.—Ed.

EMs Applying for Commissions

SIR: In reference to BuPers Inst. 1120.7 concerning appointment of enlisted personnel to commissioned grade in the Regular Navy, it states that "applicants for appointment must have not less than 3½ years of continuous service at the time of starting of application." Is this interpreted to mean "continuous active naval service" or would "inactive naval service" count toward fulfillment of this requirement?—R. D. H., PNA1, USNR.

• BuPers Inst. 1120.7 dated 11 Sep 1952 has been cancelled. Eligibility for consideration and appointment under the current integration program is now determined under the provisions of BuPers Inst. 1120.7A of 2 Mar 1954.

In respect to the active service requirement, paragraph 5(b)2 of the new directive states that enlisted men and women applicants, including chief petty officers, must have completed at least 3½ years of continuous service in the Regular Navy immediately preceding the date of submission of application (currently 1 July).

No person can be appointed to commissioned grade who has had less than four years of continuous service in the Regular Navy immediately prior to the time of appointment.—Ed.

Ships Accepted by the Navy

SIR: When does the Navy accept a ship built by a civilian contractor, on the commissioning date or after all trial runs have been completed?—L. J. E., BM1, USN.

• Ships are accepted by the Navy, pursuant to the terms of the contract with the shipbuilder, generally as follows:

(1) Upon satisfactory completion of trial requirements and upon delivery, each vessel is "preliminarily accepted."

(2) There is a "guarantee period" for each vessel consisting of six months immediately following the date of its preliminary acceptance. The guarantee period is extended by the time during which such vessel is not available for unrestricted service because of defects for which the contractor is held responsible. During this guarantee period such vessel, fully equipped, armed, and in all respects complete and ready for service, is "finally tried" under such conditions as may be prescribed.

(3) Each vessel is "finally accepted" upon the expiration of its guarantee period and after determination that it has been constructed in conformity with all plans and specifications.—Ed.

East Is East and West Is West, But Where Do the Twain Meet?

SIR: Is there a definite meridian that is the dividing line between the Eastern and Western Atlantic Ocean?—R. J. D., RM1, USN.

• After checking into several sources, we can find no information concerning a meridian which divides the Eastern and Western Atlantic Ocean. To the best of our knowledge, none exists.

Using a "rule of thumb" method to determine a possible dividing line, you might say a vessel was in the Western Atlantic when closer to contiguous lands to the west, and vice versa for the Eastern Atlantic.—Ed.

Typing is Practical Factor for HMs

SIR: Can you clear up a few points for me in regards to the examination for advancement for HM2?

I have been told that part of the examination is typing, however several of the second class HMs say they didn't have to take the typing test when they made their rate. Why do we have to take it now?—W. E. W.,
HM3, USN.

• Qualification for the HM rating in the "Manual of Qualifications for Advancement in Rating" (NavPers 18068), which was in effect from 1947 to 1952, contained an examination requirement for typing at the second class level. In the revised manual, dated 1952, this requirement was made a practical factor instead of an examination subject.

Under present procedures, an enlisted man must satisfy all the practical factors of the rate for which he is preparing in order to be eligible to take the written examination for advancement. It is the duty of every commanding officer to insure that all enlisted personnel under his command satisfy these practical factors before being recommended for advancement.

There is no record that a waiver of the typing test for hospital corpsman has ever been issued by the Chief of Naval Personnel.

At present, the typing needs of the entire Navy are being studied. If the results of this research indicate that the typing requirements in certain ratings should be changed, appropriate revisions will be incorporated in future changes to the revised "Quals Manual."—Ed.

High School Credit for Boot Camp?

SIR: Is it true that servicemen may receive credits toward their high school diploma for completing basic or recruit training? If so, how many credits are granted?—J. W. O., YN3, USN.

• The granting of credit toward a high school diploma is a matter entirely in the hands of the civilian high schools and state departments of education—the Navy, rightly enough, has nothing whatever to say about it.

The Commission on Accreditation of the American Council on Education, a non-governmental agency, has made recommendations as to the amount of credit civilian schools might award for practically all Armed Forces schools and courses; civilian educational agencies are free to base their credit awards on these recommendations if they wish, or disregard them completely.

During and immediately after World War II the Commission on Accreditation recommended, and many high

schools awarded, two "Carnegie" units for recruit training; since that time practice has varied considerably. The only way to find out what a given high school will do about awarding credit for recruit training, or any other educational experience, is to make inquiries at that high school.

Other information concerning accreditation matters is available to you through your Information and Education Officer.—Ed.

Voluntary Extension of Enlistment

SIR: I agreed to extend my enlistment, which was due to expire on 6 Feb 1954, for one year. According to a recent Alnav, I think I would have been eligible to be discharged two months early. If so, will this mean that my extension will end two months early?—F. G. M., TE2, USN.

• Voluntary agreements to extend enlistments become effective on the day next following normal expiration of enlistment. Normal expiration of enlistment is defined as "the day next preceding the fourth or sixth anniversary of the date of enlistment or the day preceding the 21st birthday (in the case of a minority enlistment) as appropriate."

Since your normal expiration date was 6 Feb 1954, your agreement to extend enlistment, executed 22 Dec 1952, became operative 7 Feb 1954.—Ed.

YMSs and P-51s

SIR: What ever happened to YMS 179 that operated out of Terminal Island, San Pedro, in late 1945? Was she given another name?

Also did the Marine Corps ever use the P-51 Mustang during World War II?—C. C., AM2, USN.

• The YMS 179 to which you refer has been converted and reclassified as USS Cardinal (AMS 4) and is now operating in the active fleet.

The U. S. Marine Corps did not have or use P-51 Mustangs during World War II.—Ed.

OCS of Army, Navy, Air Force

SIR: Two enlisted men attached to the Naval Medical Unit at Tripler General Hospital, Honolulu, T. H., wish to apply for Army Officer's Candidate School. Army Personnel Section here can't quote pertinent directives. Both men have about two years' obligated service remaining. What, if any, would be the procedure to request such a transfer of service?—J. J. B., HMC, USN.

• In accordance with an agreement between all of the Armed Services under date of 5 May 1953, the Department of the Army may neither accept for enlistment in the Army to pursue Officer Candidate Training any person who is a member of another service, nor release an enlisted or inducted person to enlist in another service for the purpose of attending Officer Candidate School.

By the same token, the Navy and Air Force do not accept enlistment of a member of another service for the purpose of entering officer candidate training programs, nor authorize transfers of members to another service for such purpose.—Ed.

Dipping Ensign at the Flagstaff

SIR: We have an argument raging aboard. Which ensign should be dipped when a ship is full-dressed or dressed? My argument is that it should be the ensign at the flagstaff as that is the one that is normally displayed. However, others contend that it should be the highest ensign and still others maintain that it should be all three. Which is right?—R. R. B., QM2, USN.

• "U. S. Navy Regulations," para. 4 of Article 2183, states: "Should half-masting of the national ensign be required on occasions of dressing or full-dressing ship, only the national ensign at the flagstaff should be half-masted." Although not specifically stated in "Navy Regs," it is considered that the above quoted paragraph also applies to dipping the national ensign.—Ed.



AMERICA'S first turboprop seaplane transport, the Navy's long-range R3Y-1 Tradewind, races down San Diego Bay before taking off on her maiden flight.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- *uss Hornet* (CV 12)—The *Hornet* Club reunion will be held 26-27 Jun 1954 at the Sheraton-Park Hotel, Washington, D. C. For additional information, contact Harold J. Neubig, 5236 N. 5th Street, Arlington, Va.

- *uss LST 133*—A reunion will be held at the Hotel New Yorker, N. Y., on 12 June. All hands are invited. Write to Richard Willstatter, 271 Fox Meadow Road, Scarsdale, N. Y.

- *Navy No. 157, Palermo, Sicily*—The third reunion is scheduled to be held 26-27 Jun 1954 at the Roosevelt Hotel, Pittsburgh, Pa. Direct your inquiries to A. L. Coddington, 679 Carlyle Place, Union, N. J.

- *91st Naval Construction Battalion*—The fifth annual reunion will be held 29, 30 and 31 May at the Fort Meigs Hotel, Toledo, Ohio. For further information, contact N. P. Sercomb, 516 No. Milwaukee St., Jackson, Mich.

- *302nd Naval Construction Battalion*—The seventh annual reunion will be held 16, 17 and 18 July at the

Harrisburger Hotel, Harrisburg, Pa. For information, contact Martin Lowe, 8441 Bayard Street, Philadelphia, Pa., or Harry W. Price, Jr., 135 West Third Street, Lewistown, Pa.

- *uss Concord* (YT 33)—The third annual reunion will be held on 28, 29 and 30 Aug 1954 in Biloxi, Miss. Headquarters will be at the Buena Vista Hotel. Contact Philip A. Smith, 1366 E. Livingston Ave., Columbus 5, Ohio.

- *uss Pennsylvania* (BB 38)—All who served in this ship are invited to attend, with their families, the next reunion scheduled to be held 12 June at the Naval Gun Factory, Washington, D. C. Please send requests for information to *Pennsy* Reunion Association, 509 Evans Building, Washington, D. C.

- *USNR Midshipmen School* (WR)—All Waves who were trained at the Midshipmen School, Northampton, Mass., and all other Waves and naval personnel who were stationed at, or assigned to duty at the school, are invited to return to Northampton, for the Tercentary Celebration which will be held from Sunday, 13 June, through Sunday, 20 Jun 1954. Address inquiries to LCDR Margaret C. Dwyer, USNR, 20 Langworth Road, Northampton, Mass.

- *uss Elizabeth C. Stanton* (AP 69)—All hands who served aboard the

"Lizzie" while assigned to ETO, and who would like to hold a reunion at a time and place to be decided, contact William C. Clarke, Box 862, Atlanta, Ga.

- *uss LSM 251*—A reunion for all hands who served aboard this ship from 1944 through 1946 is planned for 7 Aug 1954 in New York City. For further details, contact Pat L. Hoff, the Coronet #302, 200 C Street S.E., Washington 3, D. C.

- *uss Gallup* (PF 47)—Shipmates interested in a reunion in New York City on or about 29 Aug 1954 may contact Roger S. Gelinas, 250 East High Street, Manchester, N. H., or Glen Hime, BT3, usn, *uss Robert McCord* (DD 822), c/o Fleet Post Office, New York, N. Y.

- *uss LSM 230*—A proposed reunion is being planned for shipmates of this ship. For information, contact I. S. Preston, Smithtown, Long Island, N. Y.

- *uss PC 562*—Officers and enlisted men who would be interested in a reunion, please contact A. D. Berliss, Jr., 167 Brite Avenue, Scarsdale, N. Y.

- *USNR Midshipmen's School* (Columbia University, N. Y.)—All hands who attended this school during World War II and are interested in a reunion, with time and place to be decided, contact Ralph W. Miller, 3109 E. Cherry Street, Evansville, Ind.

Poems and Symbols in Ship's Log

SIR: I am interested in the origin of the writing of Ship's Log in verse on New Year's Eve. Could you give me any history on this subject?—J. F. McK., LT, USN.

- *The why and when of the versified New Year's mid-watch log is still among the many mysteries of ships and the sea, but it evidently is a growing tradition to judge by the many samples we have received in the last few years.*

The verses, as you know, may take the form of heroic meter or free verse according to the whim or the mood of the writer, but the rules for writing the watch report as outlined in Article 1037 of Navy Regs remain rigid. With the necessary items recorded, the mid-watch officer can wax poetic in real earnest, sometimes with astonishingly interesting results. (For a sample see ALL HANDS, June 1953, p. 14).

Although exact dates and ships are not stated specifically, it has been noted that the whimsy of writing the New Year's mid-watch log in verse occurred as far back as the early nineteenth century.

Along the same lines we were informed unofficially that frequently symbols were used to note a certain phase

of a ship's operations—for instance a drawing of an anchor to indicate dropping anchor, an arrow pointing upward when a sub surfaced and pointing downward when she dived. None of the Navy-men queried on the question of symbols was able to confirm their use, except as one submariner suggested, "the arrows might have been used in the QM's notebook."—ED.

Chief Engineman (Diesel)

SIR: I belong to a Reserve Unit and would like to know whether there is a correspondence course available for Chief Engineman (Diesel)? If not, are there any books that would help me to qualify for this rate? — F. E. B., END1, USNR.



Engineman

- *At the present time there are no Enlisted Correspondence Courses available for the Emergency Service Rate of Chief Engineman (Diesel). However a Navy Training Course for EN1 and ENC is now being prepared and it should be available within a year.*

You may find interim study courses listed for ENC in "Training Courses and Publications for General Service Ratings" (NavPers 10052-A). You may also be interested in reviewing "Diesel Engine Maintenance Training Manual" (NavPers 16179).—ED.

Revised AT Qualifications

SIR: My rate is AT1 and I will be eligible to take the CPO examination in February 1955. Since the AT and AL ratings are going to be combined, will I have to take an operation test in code when I take the exam for ATC? There are plenty of AT1s in the same boat as I and we would appreciate a little advance dope so we can prepare ourselves.—E. R. S., AT1, USN.

- *A definite reply cannot be furnished at this time since research on the revised AT qualifications has not been completed. If current studies reveal that only a limited number of AT billets require qualified radio operating personnel, then the radio code requirement will not be included in the revised qualifications. The AT qualifications are tentatively scheduled for publication in the fall of 1954. ALL HANDS will publish any applicable information as soon as it is available.*—ED.

Catalog of Correspondence Courses

SIR: I have three questions regarding Enlisted Correspondence Courses: (1) Where can I get a copy of the *Catalog of Enlisted Correspondence Courses* and the Enlisted Correspondence Course on the Bluejacket's Manual? (2) May I take two correspondence courses at the same time? (3) Does an enlisted man have to have a specific amount of time to serve in order to be able to take a correspondence course or can he complete it after his discharge?—M. S., TE3, USN.

• (1) The revised edition of "Catalog of Enlisted Correspondence Courses" (NavPers 91200-A) dated September 1953 is available in all ships and stations. The Enlisted Correspondence Course on "The Bluejackets' Manual" (NavPers 91205) is available through the Naval Correspondence Course Center, Bldg. R.F., U. S. Naval Base, Brooklyn, New York.

(2) No, an individual is not permitted to enroll in more than one enlisted course at a time.

(3) If an enlisted man is discharged with an obligation to serve in the Naval Reserve on inactive duty, he may continue his correspondence course. If however, he is discharged and does not join the Naval Reserve, he must drop any correspondence course not completed at time of discharge.—Ed.

Limited Duty Status

SIR: I have been placed on six months' limited duty status following my recovery from poliomyelitis. I am able to carry out my assigned duties but the Medical Officer recommended survey to limited duty to prevent a setback. I have been notified that due to a BuPers regulation I cannot be advanced in rate while on a limited duty status. My advancement to HM2 had been

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir cards and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, ALL HANDS), and should include approximate publication date, address of shop or station, price per copy and whether money is required with the order.

uss *Kearsarge* (CVA 33) now has available copies of its latest cruise book, "Pacific Patterns," which covers the Far Eastern cruise of July 1953 to January 1954. Copies may be obtained by writing to the Custodian, Recreation Fund, uss *Kearsarge* (CVA 33), c/o Fleet Post Office, San Francisco, Calif., and enclosing a money order for \$5.20.

authorized yet I have been told that there is no chance of being advanced. Can you tell me if this is correct and if I must wait until I am taken off the limited duty status before I can even go up for advancement again?—E. J. M., HM3, USN.

• There is no restriction on advancement in rating of personnel in a limited duty status, provided the person is physically capable of performing the duties of his rating within the scope of his respective limited duty classification.

As specified in BuPers Instructions 114.2 and 1430.7, personnel undergoing treatment at a hospital or awaiting action of a clinical board, unless hospitalization is the result of wounds received in actual combat with enemy forces, are ineligible for advancement. However, such personnel are retained on the advancement list and may be advanced when they are returned to duty, provided it is before the limiting date for effecting the advancement as

specified in the advancement authorization letter.

Cases not covered under the above provisions, which would result in discrimination against an individual through no fault of his own, may be referred to the Chief of Naval Personnel.—Ed.

Can LST Carry an LSIL?

SIR: We would like to know whether an LSIL, or the former LCI(L), could be set on the deck of an LST?—Crew of uss *Grouse* (AMS 15).

• It would be possible to put an LSIL on an LST to be ferried somewhere, but this would entail a complicated cradle, steering and lashing arrangement. It would also block the view in piloting the LST. Many of the ships formerly classified as LCI and LCI(L) are now designated as LSIL.

Since an LSIL is a faster ship and is seagoing there would be no need to place an LSIL on the deck of an LST. The largest craft ordinarily transported by an LST is an LCU.—Ed.

Personal Flags

SIR: Is there any written regulation or procedure in displaying the various sizes of admirals' personal flags? Why are these flags issued in various sizes?—D. C. G., QMC, USN.

• Instructions concerning the size of personal flags displayed are not contained in current publications but may be prescribed by local instructions (Fleet, Force, Division, etc.).

The size of a personal flag to be used depends on the occasion and the type of ship. A ship with an allowance of Size 4, 6, 7, and AUTO admiral flags could use Size 4 for ceremonial purposes, Size 6 for routine display, Size 7 for boat use and AUTO size for use in automobiles.—Ed.

...how to send ALL HANDS to the folks at home

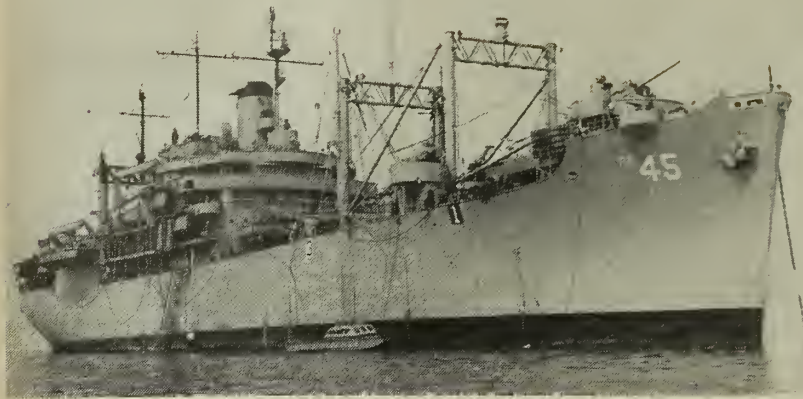
Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



USS HENRICO (APA 45), a familiar ship in Korean waters, has had three tours of duty in the Far East, where she is popularly known as 'Happy Hank.'

Correspondence Course Credit

SIR: Would you please tell me if correspondence courses taken by a Reserve officer while on active duty count toward retirement credit?—J. L. R., LTJG, USNR.

• Since Reserve officers on active duty are credited with one retirement point for each day of active duty, they are not entitled to retirement point credit for completion of correspondence courses while on active duty nor are they entitled to the 15 gratuitous retirement points normally credited Reserve officers not on active duty.

Reserve officers on active duty are entitled to promotion point credit for satisfactory completion of correspondence courses. BuPers Reserve Instruction 1412.1A of 19 Jun 1953 states that all Naval Reserve officers, except captains and warrant officers, are required to earn an average of 24 promotion points for each year in grade. While a Reserve officer on active duty is not required to earn promotion points, at such time as he may be released from active duty the promotion points earned by completion of correspondence courses while on active duty would be beneficial as follows:

- (1) Added insurance toward his being on a current basis with the promotion points in order to qualify professionally.
- (2) Possible elimination of the necessity of having to earn additional promotion points in order to qualify professionally, after having been selected for promotion.—Ed.

Training Courses for QMs

SIR: Can you tell me if any of the Quartermaster training manuals are under revision? Many men studying for QM advancements are hindered by out-of-date information. Trying to answer

questions on an advancement exam correctly is simply a matter of guesswork. Also, is there any chance that the study material needed for QM advancement will be put under one cover?—H. L. B., QM1, USN.

• The "Navy Training Course QM3 and 2," (Volume I) has been revised and is in preliminary galley stage now. The "Navy Training Course QM3 and 2," (Volume II) has also been revised and will be available in the near future. As for the Navy Training Course QM1 and C, this is in the process of revision right now.

Present plans are for the continued publication of study material in separate volumes rather than "under one cover."—Ed.

Duty for SHs with Missions, Attaches?

SIR: In reference to your article "Want Good Duty? Try Attaches, Missions, MAAGs, or NATO" (December 1953, p. 48), I noticed that the Ship's Serviceman rating was not included as being eligible for such duty. I realize there must be good reasons, but there is a point I would like to make.

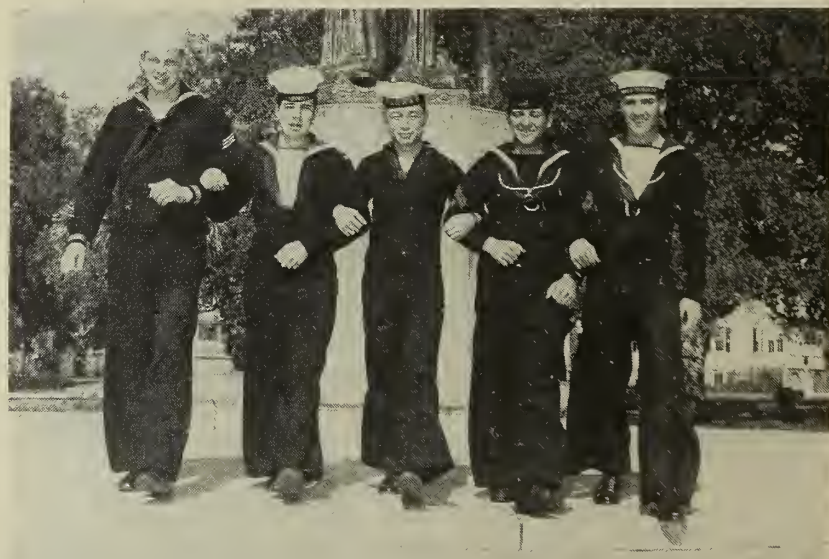
As stated in one paragraph of the story, "administrative personnel are carried for clerical duties." Ship's Servicemen must know administrative work in connection with disbursing, records, correspondence and storekeeping. Why cannot we then be considered as eligible?—M.W.B., SH1, USN.

• Suggest you refer to the "Manual of Qualifications for Advancement in Rating," NavPers 18068—Revised (Article 2490; Sections 103 and 203). After a comparison of the qualifications for SH1 and SHC as against the duties required to be performed by YN, PN, SK, and DK ratings, it is not believed that the administrative and clerical qualifications are similar.

While individual personnel may possess these administrative qualifications, not all SHs do.

In establishing enlisted allowances for MAAG's, missions, and so on, the Chief of Naval Personnel is primarily concerned in providing enlisted ratings to perform adequately the mission assigned.

At the present time, BuPers is making every effort to reduce the inequities in sea/shore duty ratio for certain critical ratings by adjusting these ratings in the continental and overseas shore billets assigned for brig guards, security, police petty officers, shore patrol and certain other administrative billets in which specific ratings are not required.—Ed.



FIVE SAILORS, FIVE NAVIES—Bluejackets representing U.S., Belgium, Nationalist China, Greece and Canada join forces for Charleston, S. C., tour.

A Naval 'Coat of Arms' for Your Ship

A COAT OF ARMS has added prestige to many well known families down through the years and families of destroyers, cruisers, other Navy ships and aircraft come up with some of the most distinctive coats of arms known today.

A good many of the ships, squadrons and divisions in the modern Navy have their own emblem or insignia which proudly rides on the top of their stationery, on ships' plaques, even on match book covers and lighters. The emblem is often descriptive of the job the unit does, or spotlights a high point in its career. Some of the typical insignia of ships, squadrons and other units are shown on the following pages.

The job of pinning down a certain era when these emblems came into being Navywise would be impossible. Ships of the American Navy during the War of Independence flew their own pennants which could have been the forerunner of today's crests. Pirate ships carried the skull and crossbones many years ago. But who can say that the ancient mariners of early Greece and Rome didn't start the vogue, with lions painted on their shields for identification purposes during close fighting after boarding an enemy ship?

In World War I and the 1920s and 30s some U. S. Navy ships had crest insignia, but World War II brought them into general use. During long wartime patrols, crew members designed their own, which flew high on battle flags upon return from patrol. Aircraft got fancy names and often beautiful girls painted on their noses. Every boat and ship in the largest Navy in the world fell right in line.

Many of the ships wrote to top artists to have their ship made immortal through a private crest. Other ships and units held contests among their own personnel and came up with works of art that were out of this world.

When the fighting in Korea broke out there was another upsurge in crests, as the inherent pride a fighting man has in his ship during combat demanded an emblem by which to remember his ship. A destroyer caught under enemy gunfire featured a crest with the drawing of a sitting duck and defied the rest of the fleet to produce a better or sharper coat of arms. They have tried hard.

The representative insignia shown here have come from many different places. Some were taken from match book covers, letter heads and pictures forwarded for other purposes. Whether designed by amateur or trained artists, they all have plenty of morale-boosting color.

It's not too hard a job to get a crest approved for your ship. If you're serving aboard a ship or station that doesn't have one you might note how it is done.

The Chief of Naval Operations has issued an instruction to fleet and type commanders which encourages ships and squadrons to devise their own crest for morale purposes. The instruction was issued to insure that the use of crests be uniform throughout the Navy. It also contains information on how to mount service ribbons or campaign medals on individual ships and details concerning plaques that ships may mount.

After consulting Opnav Inst 5030.2, the first step to

be taken toward getting a crest would be to organize a contest on the ship, or design one yourself. If a contest is held, have a committee select the best submission of combination of submissions. When they have one that fills the bill, have it drawn up in the smooth and approved by your commanding officer. Then submit it, via official channels, to the appropriate fleet commander, in accordance with the instruction.

He will check it, to make sure that it is in good taste, then notify the ship when it has been approved. The only restrictions on its use will be that the insignia shall not be painted or affixed to the exterior structure of the ship or aircraft.

From there on the unit or ship is on its own. Arrangements can be made for the coat of arms to be printed on writing paper, lighters and pennants. Decals can be made for use on private automobiles or motorcycles. Some ships have them sewed on their baseball uniforms. On a large ship the band may use them to decorate the music stands or instruments. There is a world of things that can be done with the crests.

In addition to ship and squadron insignia, the rules and regulations cover the mounting of service ribbons and commendation ribbons earned by naval units, and the display of plaques. Fleet commanders prescribe an appropriate location on ships and aircraft where they may be mounted. The ribbons are mounted in their usual order of precedence with operation and engagement stars as authorized.

As far as plaques are concerned, there are two which ships and aircraft units are authorized to display in a suitable location inside the ship or headquarters. One is a bronze plaque containing the names, rank or rate, and organization of all personnel awarded personal decorations, including the Commendation Ribbon and Purple Heart, for services in the ship or unit.

The second plaque is a historical data plaque, which must be cleared by the Chief of Naval Operations to insure accuracy. In general this plaque must contain:

- Name of the ship, flanked on the left by the year the first vessel bearing that name was acquired or commissioned, and flanked on the right by the year the present vessel was commissioned.
- A statement as to the number of ships to bear the name, for example, "uss *Tin Can*, (second, sixth or first) ship to bear the name."
- The names and years of battles or single-ship engagements in which the ship or her predecessors participated.
- If appropriate, the terms "Presidential Unit Citation" or "Navy Unit Commendation" and the year or years earned.

These plaques will be furnished upon the request of the commanding officer of the individual unit concerned and must be submitted in accordance with existing instructions for submission of work requests. The size, weight, material and location of the plaques and the letter size of the inscriptions shall be in accordance with instructions issued by BuShips or BuAer as appropriate.

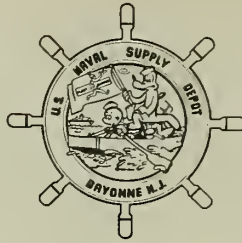
In any event, if your ship is lacking any of the above, why not start the ball rolling?—Bob Ohl, JO1, usn.

TYPICAL INSIGNIA OF NAVY SHIP

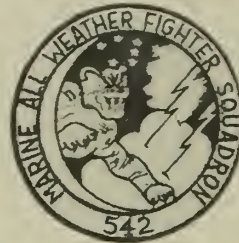
A growing tradition in today's Navy other activities of the Navy to adopt from each other in a colorful way. From and display of insignia and the art of



USS PROSERPINE
ARL 21



U S NAVAL SUPPLY DEPOT
BAYONNE NEW JERSEY



MARINE NIGHT FIGHTER
SQUADRON 542



USS



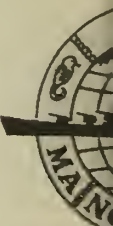
MINE SPOTTING UNIT
NINE



TRANSPORT SQUADRON
31



NAVY PATROL SQUADRON
50



USS M



U S NAVAL
AMPHIBIOUS BASE
LITTLE CREEK VIRGINIA



USS DIACHENKO
APD 123



USS LOWRY
DD 770



USS LAKE CHAMPLAIN
CVA 39



AMPHIB



PCEC 898



USS COLAHAN
DD 658



DESTROYER SQUADRON
THIRTY



USS LYMAN K. SWENSON
DD 729



USS BR

TATIONS, SQUADRONS AND UNITS

tom by ships, stations, squadrons and
al insignia, distinguishing naval units
and regulations governing establishment
Nav Instruction 5030.2,
ceding page.



ON



ESCORT DESTROYER DIVISION
FORTY ONE



UNITED STATES NAVY
CONSTRUCTION BATTALION



USS ULVERT M. MOORE
DE 442



ESTER



NAVY ATTACK SQUADRON
45



NAVY FIGHTER SQUADRON
111



FLEET AIR SERVICE SQUADRON
101



GROUP



NAVY FIGHTER SQUADRON
82



USS FLOYDS BAY
AVP 40



USS DIONYSUS
AR 21



U S NAVAL
MOBILE CONSTRUCTION
BATTALION EIGHT



ANYON



USS MURRELET
AM 372



CARRIER DIVISION
FIFTEEN



USS RANDALL
APA 224



USS BANG
SS 385

May 1954

TODAY'S NAVY



USS ROCHESTER (CA 124) prepares to drop anchor in Japan. Scoring impressively during Korean action, the cruiser is on her fourth tour in the Far East.

PC Gets Shot at—and Likes It

PC 564 gets shot at everyday. That's nothing unusual to the crew though, for the PC is the target vessel for practicing submarines from the U.S. Navy Submarine Base, New London, Conn.

Each day old 564 leaves her pier at the submarine base, cruises down the Thames River and out to the operating area, where she simulates a cruiser, tanker, aircraft carrier or any other target within a submarine captain's imagination.

The only difference is that instead of the inevitable explosion when a torpedo runs hot, straight and normal, a quartermaster simply signals the submarine that it has made a direct hit.

The torpedoes which streak toward the PC, bubbles rising in their wake, are practice missiles with dummy warheads. The torpedoes are set for a depth that will cause them to run beneath the patrol craft.

The crew of PC 564 thinks riding their patrol craft is the safest job in the world except for rare occasions. The rare occasions come when a torpedo goes "amuck" and surfaces (in submarine language, broaches) while heading for its target.

When this happens, the PC

quickly rings up "all engines ahead full" and executes the well known classic maneuver. However, even if the torpedo were to hit the ship, it would merely add another dent in her already battered sides.

Actually, the torpedo would be the one to come out second best in such an encounter. The dummy warhead which is water-filled would be crushed and the fish would sink.

PC 564 was presumed sunk once—by a German gunboat during the Normandy landings. The Germans were so sure that they had sunk the ship they had her silhouette painted on the funnel of the mine sweeper that was credited with doing the job. There it was found when the mine sweeper was later captured by the Allies.

Naval Base and Depots in Spain

The Bay of Cadiz, home port of Christopher Columbus, will become the site of the U.S. Navy's main base in Spain, with construction slated to begin in May or June of 1954.

Six other naval depots are also scheduled but the sites of these have not been disclosed. The main base in the general area of Cadiz, will be the largest.

Rear Admiral J. R. Perry, CEC, USN, Chief of the Bureau of Yards and Docks, has been designated as the construction agent for the Spanish bases and will administer the building of both the naval bases and four Air Force bases planned for Spain.

Under the terms of the agreement entered into by the U.S. and the Spanish governments, the actual work to be performed on the bases will as far as possible be by Spanish sub-contractors using local manpower.

In addition to the base building, plans call for a complete radar warning and communication net throughout Spain and a 540-mile fuel pipeline connecting the main Navy base with the Air Force bomber bases.

The agreement signed by the two countries in 1953, provides that the U.S. will have the use of the bases for 10 years and by mutual agreement for another 10 years.

No date has been named for completion of the naval bases and requests for duty in Spain are *not* desired by the Bureau of Naval Personnel at this time. When planning reaches the stage that personnel are desired, ALL HANDS will carry the information for its readers.

YESTERDAY'S NAVY



The Naval Academy was transferred from Annapolis, Md., to Newport, R. I., in May 1861. The famous expression, "You may fire when you are ready, Gridley!" was uttered by Commodore George Dewey in the Battle of Manila Bay, 1 May 1898, when he defeated a Spanish squadron under Admiral Montojo. Taking off from Newfoundland in May 1919, three Navy seaplanes undertook a pioneer flight across the Atlantic Ocean. After stopping at the Azores, the flight continued to Lisbon, Portugal. The NC-4, commanded by LCDR A. C. Read, however, was the only one to complete the trip.

Here's Line-Up of the New Secretary of the Navy and His Assistants

A new Secretary of the Navy took over the helm of the U. S. Navy when Charles Sparks Thomas succeeded Robert B. Anderson. Mr. Anderson was appointed to the post of Deputy Secretary of Defense.

Here is the line-up of the top civilian team in the Navy Department:

• **New SecNav Thomas**, in accepting the Navy's top civilian post, returned to the Navy Department where he started his service under the present administration. He served as Under Secretary of the Navy from February 1953 until last summer when he became the Assistant Secretary of Defense for Supply and Logistics.



Charles S. Thomas

The new SecNav is a Navyman from way back. He began his career as a naval aviator in World War I. During World War II he was a special assistant to Artemus Gates, Assistant Secretary of the Navy for Air. Later he served in the same capacity with the late James Forrestal, Secretary of the Navy.

While working with Mr. Forrestal, Mr. Thomas set up the Navy's inventory control program and its first contract negotiation section. One of his major projects was expediting the program establishing a single catalog of all the equipment and materials used by the three armed services.

Mr. Thomas was born 56 years ago in Independence, Mo. He is the 53rd man to hold the office of SecNav. The first SecNav was Benjamin Stoddert, appointed in 1798.

• **Under Secretary of the Navy Thomas Sovereign Gates, Jr.** — Mr. Gates was commissioned Lieutenant, USNR, in April 1942. He completed the air intelligence school at Quonset Point, R. I., and

served at the Atlantic Fleet Naval Air Intelligence Center until the spring of 1945 when he was assigned to the light aircraft carrier *uss Monterey* (CVL 26) as an air combat intelligence officer.

In June 1944 while serving as Flag Lieutenant to Rear Admiral Calvin T. Durgin, usn, with additional duty as air combat intelligence officer, he participated in the invasion of Southern France. He



Thomas S. Gates, Jr.

was later transferred to the Pacific theater and participated in the liberation of the Philippines and in Iwo Jima and Okinawa operations. For service in these campaigns he was awarded the Bronze Star with Gold Star. He holds the rank of commander, USNR.

• **Assistant Secretary of the Navy Raymond Henry Fogler.** — Mr. Fogler brought to the Navy his experience and practical understanding of the business world.

During his prominent business career Mr. Fogler has served as the director, general manager and president of two large chains of



Raymond H. Fogler

stores, Montgomery Ward and W. T. Grant & Co. Before he accepted the position of Assistant SecNav, Mr. Fogler also served as trustee of an insurance company, a director of the Chamber of Commerce of the United States, director of the National Retail Dry Goods Association, director of the American Management Association and director of the Commerce and Industry Association of New York City.

• **Assistant Secretary of the Navy for Air James Hopkins Smith, Jr.** — During World War II Mr. Smith served in the Pacific on the staffs of Carrier Divisions 26 and 6, and as Assistant Operations Officer for Aircraft to a Commander Fast Carrier Task Group. He also had duty as a pilot in scouting and torpedo squadrons based on the carriers *uss Yorktown* (CVA 10) and *uss Belleau Wood* (CVL 24).



James H. Smith, Jr.

For meritorious service while participating in action at Tarawa, Wake Island, Saipan, Iwo Jima, Okinawa and the Philippines, he was awarded the Bronze Star with Combat "V," the Air Medal with two Gold Stars and the PUC ribbon. Now on the USNR Retired List, he holds the rank of captain.

In civilian life he was a vice president of Pan American Airways and a director of Slick Airways.

• **Out-going SecNav and New Deputy Secretary of Defense,**

Robert B. Anderson was a prominent lawyer and state government administrator in Texas before his appointment as SecNav in 1953.

At various times in his career, he has been a member of the legislature, Assistant Attorney General of the state, a law professor and chairman of the Texas Unemployment Commission, a body he helped create while a member of the legislature. He has also served in an executive capacity in several fields, including banking, petroleum and ranching.



Robert B. Anderson

Death of a Hero

A Navy pilot heroically gave his life in an attempt to crash land his F6F fighter plane rather than bail out and take a chance that his plane would fall clear of the city of Lake Charles, La.

Lieutenant George G. Jeffries, usn, had been on a routine flight from the Naval Air Station, Kingsville, Texas, when the plane developed engine trouble.

Advised to bail out, he replied that there was an overcast at 3400 feet and he wanted to see what was

below before he parachuted.

Seeing the city below, and concerned that his plane might kill or injure those below, he changed his directions and crash landed his aircraft into a nearby rice field. He was killed when the plane hit an embankment.

New Nurse Corps Head Is POW Survivor

The Navy Nurse Corps received a new director this month when Captain Wilma Leona Jackson, (NC), USN, took over from retiring Captain Winnie Gibson, (NC), USN.

Notified of her appointment while serving as Chief of the Nursing Service at the Naval Hospital, Portsmouth, Va., Captain Jackson assumed her duties after a month's orientation in Washington, D. C.

She attained the rank of captain on 1 May, the date she relieved Captain Gibson.

Appointed to the Navy Nurse Corps in 1936, Captain Jackson was on duty at the naval Hospital, Guam, when that island fell to the Japanese in World War II, and was taken a prisoner of war.

She returned to the U.S. in the first group of war prisoners exchanged and was back in the



CAPT Gibson

CAPT Jackson

Pacific in time to take over as Island Nursing Supervisor of the Marianas Island Group with headquarters on Guam, shortly after U.S. Marines recaptured the island.

Captain Gibson, who has been director of the Navy Nurse Corps since 1 May 1950, entered the Navy in April 1930, and has served in Naval medical facilities throughout the U.S. and on foreign shores during her 24-year span of duty.

Nurse Stops Traffic in Japan

One member of the U. S. Navy has a tough—but interesting—time when she goes sightseeing in Yokosuka, Japan. She usually ends up surrounded by an eager group of Japanese instead of being able to take in the sights.

Whenever this happens, she has to explain, either in broken Japanese and sign language or in her perfect English, that she is a lieutenant (junior grade) in the U. S. Navy Nurse Corps.

A Japanese-American born in California, LTJG Shizue Suwa is often assumed to be a native Japanese although her only connection with the land of her ancestors is a very slight knowledge of the language and a liking for "nori," a tangy seaweed delicacy she often eats at home.

Despite the commotion she causes, Miss Suwa enjoys spending her off-duty hours much the same as any other American visitor. She shops for souvenirs, strolls the crooked streets and does her best to absorb the atmosphere of her parents' native land.

However, she has yet to achieve her two biggest desires. She hopes to visit the southern part of Japan to see distant relatives. There she will dress in a traditional kimono, and have pictures taken for her friends at home.

Supply System Pays Off

A progress report on the Navy's "Integrated Supply System," a set-up adopted seven years ago, brings to light the fact that the Navy has returned to the U. S. Treasury 1½ billion dollars in cash saved.

The saving has been accomplished largely as a result of the supply system itself which now makes possible more accurate inventory reporting and coordination of stocks, resulting in more efficient use of World War II accumulated stocks.

Each inventory "control point" maintains a continuing record of all items under its control—how much is on hand, where it is stored, how much is needed and when and where it must be delivered.

It is also able to tell which items are fast-moving or "best sellers," which will be needed in the event of mobilization, those that are only occasionally requisitioned and those that are no longer useful.

Banshee Waltzes Solo

A bull in a china shop couldn't have caused any more worry than a F2H *Banshee* which got loose aboard USS *Yorktown* (CVA 10). Luckily, there was a handy chief around to get the *Banshee* under control.

Yorktown was en route to Sasebo, Japan, running through heavy swells, when the *Banshee* decided it was time to break loose and go on a tear.

A sudden surge of the ship broke the tie-down which had been slack, and the plane started off on a short and exciting trip, unguided by human hands.

Parked on the port side of the ship, the *Banshee* began to move toward another aircraft parked in the middle of the deck while anxious crewmen strained at the wings in an effort to hold the plane.

An opposite roll of the ship reversed the plane's route and it began to move toward the side of the ship. That's where an alert CPO took the picture in, summed it up and got to work.

Racing at top speed, Augustine Moreno, ADC, USN, sped across the deck and made a last minute leap for the cockpit. Disregarding his own safety he grabbed the wing and scrambled into the cockpit.

He made it in time and applied the brakes to stop the plane with the wheels only six inches from the

edge of the deck. The tail section and more than half of the fuselage of the jet extended out over the water.

That closed the case of the AWOL *Banshee*.

EM Crew Makes Record Hop

The first non-stop coast-to-coast flight ever made by a P5M-1 *Marlin* patrol plane was recently completed by an all-enlisted crew of Air Transport Squadron 31. The crew picked up the plane in Baltimore, Md., and flew to San Diego, Calif., via Lake Charles, La., and El Paso, Texas.

Normally, seaplanes being ferried from the Atlantic to the Pacific Coast make the trip in three hops: Baltimore to Jacksonville, Fla.; Jax to Corpus Christi, Texas; and Corpus to San Diego. It usually takes three to four days to make the trip.

The overland flight was made in 16 hours. The average speed of the aircraft on the 2800-mile jaunt was 150 knots and the highest altitude reached was 13,000 feet, recorded while flying over the Rocky Mountains.

Pilot of the record-setting *Marlin* was William O. Jones, AD1 (AP), USN, and the co-pilot was J. G. Kearse, AD1 (AP), USN. Besides the two pilots, the aircraft carried J. P. Windham, AD1, USN, as flight engineer, and four other enlisted aircrewmen.

New Quarters for Sonar School

The Fleet Sonar School at Key West, Florida has moved into three new two-story air-conditioned buildings built to withstand hurricane winds.

In keeping with the thinking that anti-submarine warfare will be one of the most important Navy missions in the event of another war, every effort has been made to equip the school with not only the latest in sonar equipment but also other gear used in fighting submarines.

Since 1940 the Sonar School had been housed in temporary structures. The new buildings were planned with an eye to making them more soundproof and better suited for the teaching of sound than any building ever built.

Because of the climate, air conditioning and the ability to withstand powerful winds were a "must" in the construction. These two factors combined to make it a much easier job to soundproof many of the rooms, a prime factor in the new school buildings, since the teaching of particular sounds to students is of great importance.

The degree of sound treatment for individual rooms at the school is suited to the particular use of the room. Office space and some of the classrooms received only a minimum of the soundproofing, while the laboratory spaces were fitted with light weight pumice concrete walls with a one-inch facing of dense concrete.

In the classrooms, a horseshoe-shaped seating arrangement has been installed to give each student a work desk and to bring student and instructor into closer contact.

The instructors weren't forgotten

either, and special air-conditioned rooms were included with a desk for each instructor to prepare and correct students' lessons.

According to officials at the school, "The new Fleet Sonar School will provide the U. S. with the most modern plant available for the teaching of sonar and allied subjects."

Lenawee Brightens Ship

"Brighten Ship" has become the by-word aboard *USS Lenawee* (APA 195) as crew members of the attack transport turn to with willing hands to improve the vessel's "habitability."

The move is in line with the current trend for improving habitability in ships throughout the Navy.

The commissary department went at the task full power, purchasing plastic table cloths, installing paper napkins in dispensers on each table and replacing the old-style mess benches with folding chairs.

During a recent yard overhaul, the crew helped install bright red tile in the mess hall and a more conservative rubber tile in many of the ship's office spaces.

One of the troop compartments has been converted into a special TV lounge and is fast becoming the most popular spot on the ship. Other space has been utilized for table tennis, writing desks and a "knock down" basketball court. The regular ship's lounge sports a "juke box" offering a variety of popular and western music.

Another step forward has been the installation of "brunch" on Sunday. With no reveille and the ship's loudspeaker secured except for emergencies, off duty crewmen can sleep late on Sunday and eat anytime between 0700 and 1200.

Submerging with SCUBA

Submariners are learning a new way to submerge.

The 120-foot-high, water-filled Escape Training Tank at the Submarine Base, New London, Conn., is the classroom for selected men of the submarine force who are training in the use of the "self-contained underwater breathing apparatus" (SCUBA) equipment.

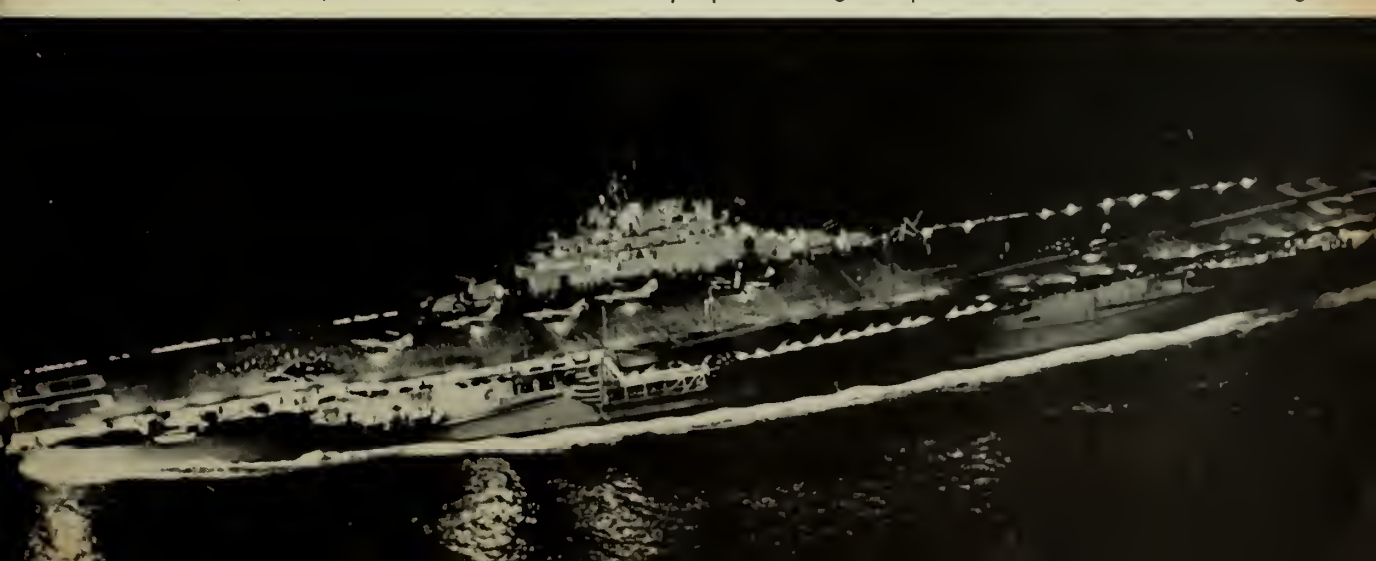
The lung is a 70-pound unit consisting of two air flasks strapped to the back and component air hoses and mouthpiece with air fed to the user by a depth-controlled regulator valve. Students qualified in the use of the lung will be able to do underwater inspections, repair and rescue work. With SCUBA equipment, no air lines are required. The swimmer is also outfitted with underwater goggles and swim fins.

The New London student learns underwater swimming techniques, diving signals, use of face goggles, medical aspects of diving, safety precautions, artificial respiration, and the working of the self-contained diving unit.

The first trial class has graduated. If the instruction proves adequate, subsequent classes will be scheduled to begin on the first Mondays of each month. To qualify, a candidate will have to be either Master, First or Second Class Diver and a qualified swimmer.

The first class was instructed by supervising personnel from the U.S. Naval Submarine School and from the Medical Research Laboratory. Two of the instructors, J. K. Peterson, MEC, USN, and Robert Allen, GM1, USN, helped to establish the class. They are graduates of a similar class held at the Deep Sea Diving School, Washington, D. C.

USS ANTIETAM (CVS 36) is shown in flash shot taken of jet plane being catapulted from aircraft carrier at night.



MATS Hits New High

The Military Air Transport Service (MATS) flew high, wide and handsome, the records show, during 1953. More than half a million passengers and patients were transported to and from oversea bases and within the continental limits of the U.S. without a single fatality.

This was an average of 54 passengers and six patients being air-lifted every hour of the year. MATS also flew 82,000 tons of high priority cargo and mail in 1953 or moved an average of more than nine tons every hour of the year.

All this required MATS to fly a grand total of 1,064,000,000 passenger-miles, 132,000,000 patient-miles and 318,000,000 ton-miles, over 38 countries, two oceans and many seas and foreign lands.

Until the Korean armistice the emphasis on MATS flying efforts was centered in the Pacific. Here the aircraft averaged a crossing of the Pacific Ocean every 53 minutes of the year. Nearly 66,000 sick and wounded U.N. personnel were air-lifted from the Far East to the U.S. for medical treatment from June 25, 1950 to the end of 1953.

The MATS team consists of approximately 100,000 Air Force, Navy and civilian personnel. MATS also includes personnel assigned to five technical Air Force supporting services. They are the Air Rescue Service, the Air Weather Service, Airways and Air Communications Serv-



SUPER CONSTELLATIONS (R7V-1), assigned to Navy Squadron VR-8, are readied for use in MATS flights.

ice, Air Photographic and Charting Service and Flight Service.

Naval operational participation is centered in Navy Air Transport Squadrons Three, Six, Seven and Eight, and on MATS Hq. staff.

Naval air transport before World War II was pretty much on a "try-and-get-one" basis. Five days after the Japanese blitzed Pearl Harbor, the Naval Air Transport Service became a reality—on paper. In March 1942, it became a fact with the commissioning of VR-1. This initial squadron boasted a grand total of 27 officers, 150 men, four R4Ds and half a hangar at NAS, Norfolk, Va.

By the end of the war, however, NATS operations spanned oceans and continents over world wide air routes for the Navy.

With a stroke of the late Secretary of Defense James Forrestal's pen five years ago, MATS was established combining the Naval Air Transport Service of the Navy and the Air Transport Command of the Air Force.

Since MATS birth, the Navy has had three squadrons, VR-3, VR-6 and VR-8, in the MATS organization. As of 6 April 1953 a fourth squadron, VR-7 was added. More than 4000 Navymen including some 450 naval aviators, man these squadrons.

During the days of the Berlin airlift, VR-6 and VR-8 were the record-setting squadrons of the lift. In that period, their planes flew 55,666 hours, moving 157,439 tons of badly needed supplies into the beleaguered city.

More recently, VR-6 has been flying the frigid route to Thule, Greenland, supplying those newly built Arctic bases.

The day when air transports will replace surface transportation hasn't arrived yet, but Navy air transport squadrons in MATS are lifting their share of the load.

Finding Needle in a Snow Stack

Looking for the tie-down stakes and rings on a snow-covered airstrip is like looking for the proverbial "needle in a hay stack," but a couple of ADs at NAS Niagara Falls, N. Y., have found one solution to the problem.

During the winter months at the Niagara airstrip, when the station is covered with snow and ice, it is quite a job for the line crew to find the tie-down stakes and rings used to anchor planes in rough weather.

But now the days of hunting and digging are all over, thanks to Clifford Goodwin, AD2, usn, and Bernard Howe, AD3, usn, who solved the problem with a small magnetic compass. They found that when the compass is passed within a few feet of the buried ring, its needle is deflected and points straight to the tie-down.

The Aircraft Maintenance Department at the air station estimates that this compass method saves several man hours each time a plane must be tied down after a snow storm.



TEAMWORK—Air Force and Navy flight nurses, attendants work side by side in MATS program. Here, foursome heads for MATS plane and another flight.

New Library for Mt. McKinley

A new and sparkling crew's library was opened recently aboard USS *Mount McKinley* (AGC 7) with all the fanfare of ribbon cutting and flashing bulbs of the press camera.

Capt. J. T. Hardin, USN, Commanding Officer of the Amphibious Force flagship, officially opened the renovated library by cutting the ribbon at the entrance as Rear Admiral John M. Will, USN, Commander Task Force 90, looked on.

The library is designed to provide the men on board *Mount McKinley* with a place where they can read and write with maximum comfort and quiet.

If the environment contributes to the tone of the letter, the folks back home will be getting colorful and cheerful mail from *Mount McKinley* sailors hereafter.

Marine Corps Memorial

The Marine Corps National Memorial, a 100-ton bronze statue of the flag raising on Iwo Jima, is to be erected on a seven-and-a-half acre tract bordering the northern end of Arlington National Cemetery, Virginia.

The ground breaking ceremonies were held 19 February, the ninth anniversary of the date when Marines stormed the rugged defenses of Iwo Jima. The statue is expected to be dedicated on 10 Nov 1954, the 179th anniversary of the founding of the Marine Corps.

The completed work will be the largest cast-bronze statue in the world and will be the only Marine Corps Memorial of its kind in the country. Over-all height of the statue will be 78 feet, including an eight-foot high base. On top of the statue will be a 30 foot flagpole from which will fly a huge flag.

Although the statue depicts one of the most famous incidents of World War II, the memorial is dedicated to all Marines who have given their lives since the Corps was founded in 1775.

The base of the statue will list the place and date of every Marine Corps engagement. Also inscribed on the base will be "Uncommon Valor was a Common Virtue" a tribute to the Marines at Iwo Jima by Fleet Admiral Chester W. Nimitz, USN, then Commander-in-Chief of the Pacific Fleet and Pacific Ocean Areas.

Nearly all of the half-million dol-



READING AND WRITING facilities are better than ever for sailors in USS *Mount McKinley* (AGC 7). The ship's library has been completely renovated.

lars already raised for the memorial construction has been donated by Marines and former Marines. A final drive to raise the remaining \$250,000 is now in progress.

Sculptor of the huge statue is Felix de Weldon. The internationally known artist has been working on the project since the famous photograph, taken by Joe Rosenthal, was released in 1945. The stirring photo shows the six American fighting men struggling to place the flag atop Mount Suribachi, the highest land on Iwo Jima.

Star-Shaped Barracks

A new shape in enlisted men's barracks may be seen at the Marine Corps Air Station at El Toro, California.

Three modern buildings, consisting of five wings, have been built. Each building is in the shape of a huge star. This shape provides for a more central location of facilities.

The interior design is planned to make individual quarters roomier and eliminate congestion. Each wing is divided into cubicles to be occupied by four men, providing more room for the individual marine.

A recreation room has been installed on each floor of the three story building, separate from the sleeping quarters. Gone are the old wooden floors, being replaced by floors of concrete. Washrooms and showers are all tiled, eliminating upkeep and repair expense.

They'll Be Expendable—Again

Contrary to popular opinion the thousands of expended shell casings left over from Navy firing exercises each year aren't used up in making lamps or other ornaments. Instead, the majority are sent back to the Naval Gun Factory, Washington, D. C., to start another tour of active duty.

Day after day used shell casings from all over the world arrive at the Gun Factory to be melted down, milled and machined in a one-day process which turns out brand spanking new shell cases.

Savings on the re-use of the casings mount up in a hurry. During 1953 nearly 15 million pounds of brass were salvaged.

First, the used casings are melted down, then poured into large forms. The resulting bars are rolled until they are flattened to a one-inch thickness.

The flattened brass is then cut into disks which in turn are run through a series of stamping machines. When the brass emerges from the stamping machine it is again a casing.

A fuse plug hole is cut and each case is washed with salt and sulphuric acid before being polished. From that point it moves to an ammunition plant where a fuse and powder are added. A warhead is fitted and the new shell is ready for action.

In this section ALL HANDS reports news items of interest concerning the navies of other nations.

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FRANCE—Eleven landing ships, nine LSMs and two LSSLs, are being transferred to the French Navy for use in Indo-China under the Mutual Defense Assistance Program.

The ships were formerly a part of the Navy's Reserve Fleet and are being outfitted to bring their material condition in line with U. S. Fleet operational requirements before being turned over to the French.

Other ships that have been turned over to the French Navy during the past two years include one small carrier, eight destroyer escorts and 14 mine sweepers. Turned over directly to the Indo-Chinese were one landing ship dock and 301 other vessels, which included LCV, LCM, LSIL and LCU type craft.

Also under the Mutual Defense Assistance Program, USS *Bath*, the last of a group of 18 patrol frigates, was delivered to the Japanese Coastal Safety Board last December. In addition to the patrol frigates, the U. S. had previously transferred more than 50 landing ships to the Japanese.

★ ★ ★

GREAT BRITAIN—Here's a summary of the part the British and Commonwealth navies performed in the Korean war.

A total of 74 warships of the British and Commonwealth navies, and of the Royal Fleet Auxiliary service, served off Korea. These included 34 Royal Navy vessels (including four aircraft carriers and six cruisers), 16 ships of the Royal Fleet Auxiliary Service, one hospital ship, nine ships of the Royal Australian Navy (including one aircraft carrier), eight destroyers of the Royal Canadian Navy and six frigates of the Royal New Zealand Navy.

In three years of operations, 23,000 six-inch and 148,000 four-inch shells were fired in bombardments, 15,000 bombs of various weights were dropped and 57,600 three-inch rocket shells were expended by air-

craft. In addition, 3.3 million rounds of 20mm aircraft gun ammunition were fired. To maintain ammunition and other supplies of the fleet, ships of the Royal Fleet Auxiliary steamed more than 300,000 miles.

During a large part of the war, Britain had 24,000 men in action—including 14,000 ground troops, nearly 10,000 naval forces, and a Royal Air Force contingent. Many of these fighting men were young conscripts doing their two years' national service. In addition, there were about 13,000 men from the Commonwealth countries engaged in the fighting.

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CANADA—The Canadian Navy is getting a new type homing torpedo stamped "Made in Canada." This marks a first time in Canada's growing modern fleet that such has been the case. The new torpedo, which is designed closely along lines of similar American torpedoes is the end product of a \$40,000,000-program.

The torpedo also marks another step in standardization of arms and weapons that Canadians and Americans are developing for interchange in the event of necessity.

Four Canadian officers, specialists in electronics and ordnance, who have attended the U. S. Navy school on ASW weapons at Key West, Fla., will form the nucleus of many Canadian officers and men who will eventually be trained in the new weapon. In addition, several Canadian civilian maintenance torpedomen employed by Canadian Naval Shipyards, attended schools on the weapon. Canadian enlisted men will be sent to a school being formed in Canada to learn maintenance and operation of the weapon aboard ship.

Although the new torpedo has not as yet been placed on board Canadian ships, it is expected that it will go in the majority of Canadian anti-submarine ships, including the new post-war Canadian-built destroyer escorts now being fitted out in Canadian shipyards. The weapon, however, has completed its operational evaluation, making "straight, hot and normal" runs and surfacing with flying colors.



AN AUSTRALIAN and an American bo'sun's mate compare pipes and find them to be almost identical in shape and sound. Right: Turkish seamen aboard their sub *Sakarya* visit with men of SubRon Six before leaving for home.



TWO DUTCH SEAMEN begin 'feeling out' process of their new antiaircraft guns, received under MDAP. Right: A Leading Wren in British Navy, on duty with Wren Telegraphist, radios directions to overhead plane.

SWEDEN—The Swedish Navy is now in the midst of a seven-year plan of conversion into a fleet of light and fast forces of cruisers, destroyers, submarines and motor torpedo boats.

The present fleet comprises two 20-unit squadrons, as well as certain local forces.

Ships and boats being added to the Swedish Navy include two big destroyers, *Halland* and *Smaland* (both of a new type of about 3000 tons), which are expected to be delivered this year. Also under construction are four 2000-ton destroyers of a modified *Oland* type. Their main armament will be four all-automatic 120-mm guns that have a fire speed claimed to be higher than that of any known foreign gun of that caliber. Eleven older destroyers are to be converted into frigates.

The motor torpedo boat squadrons, now made up of 26 units, will be doubled. The new boats will include 11 MT or MG boats of a new 140-ton type. The first experimental ones, completed over a year ago, permitted high-speed operations even in rough seas.

Also in either the planning or building stage are six new submarines of about 800 tons each. Most of the 21 subs now in service were built during World War II. These have been modernized and are equipped with snorkel masts.

In addition, there are two mine cruisers of 1700 and 400 tons with another of 2000 tons planned under the rejuvenation program. Smaller mine sweepers and mine layers from 50 to 430 tons number about 60; 20 more are being built or planned. Among Sweden's auxiliary craft is a new naval icebreaker, the 1850-ton *Thule*, which brings the number of icebreakers to three.

Sweden's two largest ships are the modern 8000-ton cruisers *Tre Kronor* and *Gota Lejon*. Possessing an officially rated speed of 33 knots, both cruisers are equipped with seven 152-mm guns and 27 40-mm guns, and are all-automatic, quick-firing design. Each cruiser carries six torpedo tubes. In addition to the cruisers, there are two 7000-ton armored ships (pocket battleships) of the *Sverige* class, and the training cruiser *Gotland*.

REPUBLIC OF KOREA—As small, speedy patrol craft glide out of Chinhae's quiet inner harbor carrying the Republic of Korea flag, another day of training begins for ROK sailors.

The patrol craft are former U.S. Navy PT-boats which have been loaned to Korea to help train ROK sailors. Along with the loan of the craft, the U.S. Navy also provided personnel for supervision of training and maintenance.

Training for the Korean PT-boat enlisted man includes high-speed maneuvering and night patrol operations. He receives rigorous exercises in operating and repair of guns, operation and maintenance of radio equipment, and shipboard damage control.

Korean officers who command the patrol craft are graduates of the ROK Naval Academy at Chinhae.

The pride of the Korean sailors in their ships is reflected in the appearance and operating efficiency of the craft. Decks, bulkheads and hulls of the boats are always kept freshly painted and spotless.



CHINESE NATIONALIST sailors, training aboard USS Benson (DD 421), relax as they pore over mail from home.

THE BULLETIN BOARD

More EM Advancements within Set Limits Assured by New System

FOLLOWING the next examinations for advancement in rating, promotions will be divided over a six months' period instead of coming in one large group as they have in the past.

The next examinations are scheduled for this August. Successful candidates will be promoted in increments on 16 Nov 1954, 16 Jan 1955 or 16 Mar 1955. This system will permit more advancements to be made and still stay within the limit of petty officer strength imposed by budgetary restrictions.

Final decision on which candidates will be advanced on the three promotion dates will be based on the final multiple achieved. Candidates with higher multiples will be promoted first, those with lower multiples later.

The August examinations will be for the E-4, E-5 and E-6 pay grades only and will be utilized for:

- Advancement in rating of USN and USNR personnel on active duty.
- Change in rating from fire controlman to fire control technician.
- Change in rating from aviation electronicsman to aviation electronics technician.
- Advancement in rating of personnel on continuous active duty in the Naval Reserve Organization. (TAR).
- Substantiation of qualifications of Naval Reserve personnel to enlist in the Regular Navy in equal pay grade.

In the last category there are only certain rates for which personnel may take the substantiating examinations.

In the following ratings, Reservists may take examinations in *all* pay grades: AE, AG, BT, BU, CD, CE, CM, CT, DM, EM, ET, FP, FT, IC, JO, MM, MN, MR, PM, RD, RM, SK, SO, SV, SW, TD, TE and UT.

In the case of Reservists taking substantiating exams for transfer to USN in other ratings, examinations for the following may be only in the *pay grades noted*: DC3, DC2, EN3, EN2, HM3, HM2, IM3, ME3, ME2,



"Can't you picture a small vine covered cottage, with white picket fence and a large fire place and the both of us together . . . studying for Third Class."

ML3, ML2, MU3, MU2, OM3, QM3 and QM2.

These are the only ratings which are open to Reserve personnel for substantiating purposes and it is considered that many of these will be closed following the 1954 examinations.

Personnel in some ratings which come under the current change in the rating structure will feel the effects of this planned change in the August examinations. This will be the last examination provided for advancement in the AL rating and no examinations will be provided for the FC, FCS or FCU ratings.

The last two may take either the FTA, FTM, or FTU examinations while the ALs may take the AT examination this time if they desire but after this examination will have to take the AT examination.

Many personnel who meet the requirements may take more than one examination in the series, or may take one examination for more than one purpose.

For example: an eligible AL2 may take the AT2 examination for change in rating and may also take the AT1 exam for advancement and change in rating.

Navy men with certain other ratings in current use, which have been the subject of announced changes in the rating structure, will continue to take their examinations in their current rating until implementing directives have been issued.

As in the February 1954 examinations, yeoman will not be required to take stenographic performance tests in August unless they are in the YNS rating.

Air controlmen will not need the CAA certificate requirement heretofore needed for advancement in all pay grades unless they are assigned to control tower duties. Those assigned control tower duties will be required to have the certificate as before.

Korean Veterans Have A Thirst for Knowledge

Veterans of the Korean war have been quick to take advantage of the educational benefits offered them under the Korean G.I. Bill. Latest figures from the Veterans Administration reveal that one out of every six Korean veterans in the U. S. has trained at some time or other under the law.

Some 377,000 Korean G.I. Bill trainees have enrolled for courses ranging from accelerated grade school work to post-graduate college study.

More than half of the trainees are attending colleges or universities.

Another 30 per cent are enrolled in schools below the college level. Trade and vocational courses are the most popular types, accounting for nearly 69,000 veterans. More than 23,000 are enrolled in grade schools and high schools; 19,000 have selected business schools while 5700 took or are taking their training in correspondence schools.

Veterans who have thus far trained on-the-job under the Korean G.I. Bill number nearly 56,000. Nearly two-thirds of these are in apprenticeship programs. The rest are taking other forms of job training.

Approximately 13,000 veterans were enrolled in institutional on-the-farm training — a combination of classroom study with actual experience down on the farm.

New applications for training from Korean veterans are being received by VA Regional Offices at the rate of 35,000 a month.

Educational Requirements Are Reduced for WO and Enlisted Applicants for OCS Training

A high school education or the equivalent, plus a GCT or ARI of 60, are the new educational requirements for selection to the Officer Candidate School in Newport, R. I. for training leading to appointment as ensign, usn in either the line or staff corps.

Previously, two years of college or the USAFI 2CX examination were the minimum educational requirements.

Following are the basic requirements needed to be considered for selection. For more complete details, see BuPers Inst. 1120.7A, dated 2 Mar 1954.

- **Eligible applicants:** All commissioned warrant officers, warrant officers, enlisted men and women of the Regular Navy who are citizens of the U. S. and serving in the Navy at the time a selection board designates those it considers best qualified for appointment.

- **Service:** Commissioned warrant officers, warrant officers and chief petty officers of the Regular Navy must have completed at least two and one-half years of service in their respective grades in the Regular Navy immediately preceding the date of submission of their application (by 1 July). No person in this category can be appointed to commissioned grade who has had less than three years of service in any of these grades by 30 June of the calendar year in which appointed.

- **Enlisted men and women applicants,** including chief petty officers, must have completed at least three and one-half years of continuous service in the Regular Navy immediately preceding the date of submission of application. No person in this category can be appointed to commissioned grade who has had less than four years of continuous service in the Regular Navy immediately prior to the time of appointment.

CPOs have the option of meeting the service requirements under either of the above paragraphs.

Selectees must have at least one year of obligated enlisted service upon entering the program.

For the two-year period preceding the date of application, the applicant must have no record of conviction

WAY BACK WHEN

Salt Junk and Hard Tack

Today's Navyman is among the best fed people in the world, but back in the days of the *slaap*, *frigate* and *carvette*, a sailor's stomach had to be nearly as strong as his back. His principal diet consisted of salt meat and sea biscuits—better known as "salt junk and hard tack."

"Salt junk" is the term for partly dried pork pickled in brine, but the name was also applied to either salt beef or salt pork.

"Hard tack" accurately described the usual meal's second course, biscuits baked without salt and kiln-dried. These biscuits were either round or square in shape and were often used as provisions for lengthy voyages. Other names for the biscuits were *sea biscuit*, *ship biscuit* and *Liverpool pan-tiles*.

The familiar habit of dunking one's doughnuts in coffee had its counterpart in those early days, for the old fashioned hard tack



usually had to be softened in coffee before it could be chewed. Sometimes it was prepared in the palatable form of cracker hash and was customarily included in a delicacy such as *labscause* (potatoes and salt beef hashed together).

tion by a general, special or summary court martial.

- **Age:** Male applicants must be at least 19 and under 31½ years of age at the time of initial application. Women applicants must be at least 21 and under 28½ years of age at the time of initial application.

- **Education:** Must be a high school graduate or have the service-accepted equivalent, as set forth in BuPers Inst. 1560.1, and have a GCT or ARI score of at least 60. In lieu of the above, personnel with four semesters of work toward a degree in an accredited college or university, or who have satisfactorily completed the USAFI Educational Qualification Test 2CX, prior to 1 Jan 1954, are also eligible.

- **Physical Requirements:** Must be physically qualified for original appointment in the line or staff corps, as appropriate, in accordance with the provisions of the Manual of the Medical Department.

- **Dependents:** Male applicants may have any number of dependents. A woman applicant will not be eligible for consideration if she is the adoptive parent of a child under 18; if she has personal custody of a child under 18; if she is the step-parent of a child under 18 and the child lives within her household for a period

of more than 30 days a year; if she is pregnant; or if she is the mother of a child under 18 to whom she has not lost all rights of custody and control through formal adoption proceedings.

All requests for selection to the next class at OCS, for either the line or staff corps, must be submitted to your commanding officer on or before 1 Jul 1954.

Candidates appointed to commissioned grade under this plan will compete with officers of unrestricted classification in all selections and assignments to duty.

Number of OCS Selectees Doubled Over Last Year

The latest group of selectees for the Officer Candidate School at Newport, R. I., included three warrant officers, two enlisted women and 91 enlisted men, nearly twice the number selected in the previous year.

The 96 selected were among the 314 who took the fleet-wide examinations last December upon recommendation of their commanding officers.

After successful completion of a 16 week training program at the Officer Candidate School in Newport, they will be commissioned Ensign, usn, in either the line or staff Corps.

Wave Officer-Training Program Open to Qualified Enlisted

Women on Active, Inactive Duty

A new Wave officer-training program will be conducted at Newport, R.I., commencing in July 1954, with applicants accepted for the program designated as "Officer Candidates, Women, USNR."

The officer candidates will undergo eight weeks of basic training and indoctrination. Upon successful completion of this indoctrination, those selected will be commissioned as ensign, USNR, and will undergo an additional eight weeks' training in either the Line officer training course or Staff Corps training course.

Enlisted members of the Regular Navy and Naval Reserve on active duty who have a baccalaureate degree are eligible for selection. Eligible applicants not on active duty are women who either have a baccalaureate degree from an accredited college or are in their junior or senior year. These women, as well as Reservists on inactive duty, may obtain full information on application procedures from local Naval Recruiting Stations.

In the case of active duty candidates, whose applications are processed through their CO, details on

procedures are contained in current BuPers Instructions.

College graduates, selected and appointed under the program, will take the two training periods consecutively. Those who enter the program at the end of their junior year will take the eight weeks basic training during the summer and will return to college for their senior year. Following graduation those selected will be commissioned ensign, USNR, and then enter the line officer or staff corps training course as required.

The inauguration of the new program will terminate the two methods of procuring Wave officers for active duty which have been in effect. Previously women college graduates were directly appointed in the grade of ensign, USNR, and after indoctrination at Newport were then assigned to Navy billets. Others were appointed as Ensign after completing two summer Reserve Officer Candidate (ROC) training periods.

Women currently in the ROC program have been notified of the change by individual letter. Others who have already completed the second phase of the training will be considered for appointment as ensign.

Limited Duty Officer and Warrant Officer Programs Are Scheduled for Revision

A complete revision of the Limited Duty Officer and Warrant Officer programs has been approved for implementation by the Chief of Naval Personnel after a four-month study of the two programs by a special board.

Biggest change will be in the WO program where fourteen categories were eliminated and one—*Mine Warfare Technician*—added.

Two other WO titles were changed: *Aviation Boatswain to Aviation Operations Technician* and *Aviation Machinist to Aviation Maintenance Technician*.

Twelve of the titles eliminated were categories for which no billets are currently written. They are *Ship Controlman, Communications Supervisor, Printer, Machine Accountant, Journalist, Instrument Technician, Foundryman, Flight Controller, Aviation Survival Technician, Training Devices Technician, Utilities Technician* and *Drafting Technician*.

The other two categories which are eliminated are *Aviation Electrician* and *Aviation Structural Technician*. It was determined that the personnel in these two categories were being assigned mainly to other billets.

Enlisted men whose ratings fall under the categories eliminated will be given every chance for promotion to warrant rank through a "replotting" of paths of advancement. They will be given an opportunity to qualify in the most closely related field and additional training will be given where necessary.

Another innovation under the new program will be appointment to warrant officer only through means of a competitive examination. Examination for promotion to the grade of commissioned warrant officer (Pay Grade W-2 and subsequent advancement to W-3 and W-4) will be by means of a professional examination. Exams will be established at such time as qualifications standards for warrant officers have been written and published.

Enlisted men who entered the Navy before 30 Sep 1945 will be eligible to be promoted to warrant grade, provided they meet all other qualifications, until they reach the

HOW DID IT START

The Navy Hymn

Familiar to many Navymen is a hymn written nearly 100 years ago.

"Eternal Father Strong to Save," more popularly known as "The Navy Hymn," was composed in 1860 by Reverend William Whiting, a clergyman of the Church of England. The hymn was composed after the clergyman had come safely through a violent storm in the Mediterranean Sea. John Bacchus Dykes, another Englishman, wrote the music.

As a hymn dealing with the sea, its popularity with Navymen and sea travelers goes back to the date of its first publication. It was printed in the U. S. in 1870. It is frequently sung at divine services in ships and stations throughout the entire Navy.

The tradition of singing this hymn at the Navy Academy dates back to 1879. A young officer, Charles J. Train, who was in charge of the midshipman choir, initiated the singing of the hymn in the chapel. The present custom calls for singing the first stanza at

the close of each chapel service. The words to the first stanza are:

Eternal Father, strong to save

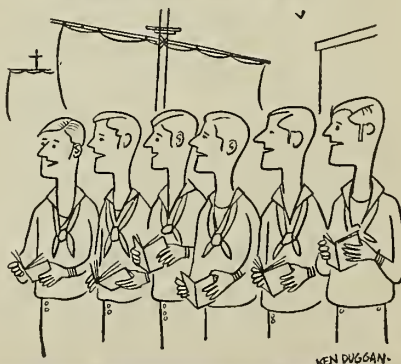
Whose arm doth bind the restless wave,

Who bidd'st the mighty ocean deep,

Its own appointed limits keep;

O hear us when we cry to thee

For those in peril on the sea.



age of 40. For all others the age limit remains 35.

In the LDO program one title, *Aerology*, was added and that of *Aviation Engineering* changed to *Aviation Maintenance*.

It was also decided that future appointees to the LDO program would be required to attend an indoctrination school at the Officer Candidate School in Newport when they are appointed under the program.

Special consideration for WOs desiring to apply for appointment to LDO has been made with the provision that any WO may apply for any LDO category he desires and for which he considers himself qualified.

In addition, all LDO selection boards will be required to indicate a special group of applicants who "just missed" being selected each year. This special group will be given another opportunity to apply a subsequent year even though they may have already applied and failed of selection two times.

The BuPers board, known as the "Grenfell Board," for its senior member, Rear Admiral E. W. Grenfell, USN, interviewed more than 100 LDOs and WOs, studied several hundred questionnaires from those in the field and had the views of the Atlantic and Pacific Fleet commanders in making its recommendations.

Members of the board stressed that the most important change was the grouping of the operational ratings, RD, SO, RM and TE with the ETs under one path of advancement.

As a result of this change radar-men, sonar-men, radiomen and tele-men will be required to have a broader knowledge of maintenance work during and after their second enlistment. Additional schooling will be made available for these ratings to provide them with more detailed instruction on maintenance than had previously been given in their rate.

Under the old system, men in the RD, SO, RM and TE ratings, when promoted to WO, found themselves in fields far removed from their training. As a result they sometimes had trouble fitting into their new billet. Now, however, because of the additional maintenance training, they will have a direct line of promotions to a more opportune field.

LINE—GENERAL Primary Path of Advancement

Rating	WO/CWO Category	Limited Duty Officer Classification
BM QM	Boatswain	Deck
GM	Surface Ordnance Technician	Ordnance
FC/FT GS	Control Ordnance Technician	
TM	Underwater Ordnance Technician	
MN	Mine Warfare Technician	
PN YN MA	Ship's Clerk	Administration
PI/LI JO		
CT	Communications Technician	Engineering
MM BT MR	Machinist	
EN OM IM		Hull
DC FP ME	Ship Repair Technician	
ML PM		
RD SO	Electronics Technician	Electronics
RM TE ET		
EM IC	Electrician	

Alternate Path of Advancement

GM	Boatswain	Deck
FC/FT GS	Electronics Technician	Electronics
TM	Mine Warfare Technician	None
MN	Underwater Ordnance Technician	None
JO	Photographer	None
CT	None	Electronics
EM IC	Electronics Technician	Engineering

LINE—AVIATION Primary Path of Advancement

Rating	WO/CWO Category	Limited Duty Officer Classification
AB AC PR	Aviation Operations Technician	Aviation Operations
AF/PH	Photographer	None
AO GF AQ	Aviation Ordnance Technician	Aviation Ordnance
AD AM	Aviation Maintenance Technician	Aviation Maintenance
AE AL/AT TD	Aviation Electronics Technician	Aviation Electronics
AG	Aerographer	Aerology

Alternate Path of Advancement

GF AQ	Aviation Electronics Technician	Aviation Electronics
AE	Aviation Maintenance Technician	Aviation Maintenance
TD	Electronics Technician	Electronics

SUPPLY—CORPS Primary Path of Advancement

DK SK AK CS SH SD	Supply Clerk	Supply
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CIVIL ENGINEER CORPS Primary Path of Advancement

CM CD UT	Equipment Foreman	Civil Engineer
CE	Construction Electrician	
DM SV BU SW	Building Foreman	

Alternate Path of Advancement

UT	Construction Electrician	None
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MISCELLANEOUS

HM DT	Medical Service Warrant Dental Service Warrant	Medical Service Corps
MU	Bandmaster	

Central Recreation Fund Report Shows Navywide Activities During Past Year

In the past few years, Navymen in various parts of the globe have been able to take advantage of new facilities provided by funds from the BuPers Central Recreation Fund.

Things like EM clubs, recreation centers, swimming pools, and other off-duty sports activities have sprung up at various places, thanks to generous assistance from this fund. Not to mention the latest in movies which are brought to Navymen all over the world—and paid for primarily out of this fund.

Take a bearing on these, for example. You might even have some first-hand knowledge about one or more of them:

- Norfolk, Va. — Here a large grant of \$1 million has been made toward the development of a new, modern Fleet Recreation Center (see *ALL HANDS*, February 1954, p. 41).

- Bainbridge, Md. — Loan of \$120,000 was granted toward a new swimming pool.

- Boston, Mass. — Two grants, one of \$140,000, the other for \$45,000, were made for a new Enlisted Men's Club and an athletic field.

- Kwajalein — Grants of \$60,000 and \$30,000 and a loan of \$30,000 were made for two swimming pools.

- Whidbey Island, Wash. — A \$34,000 grant for an Enlisted Men's Club and another of \$22,000 toward a Navymen's golf course were made.

- Guantanamo Bay, Cuba — Two



"I found enough of 'em to fill the black gang complement, chief."

grants totaling more than \$50,000 were made for a swimming pool and other recreation facilities.

- El Centro, Calif. — A combination grant and loan totaling \$28,750 was made for recreation facilities.

As you probably realize, the money awarded by the Central Recreation Fund to ships and stations for projects like these come from Navymen and their families who purchase in the Navy Exchange and Ship's Store. The purpose of these activities is to provide merchandise to authorized patrons at reasonable prices. And even in the small profit earned by these activities the Navyman stands to benefit—now and in the future—through improved recreational facilities, movies and other special services.

An appropriation by Congress also is usually awarded the Navy each year for Special Services. This amount, however, is normally earmarked as part-payment of costs of operation of the Motion Picture Program—although by far the largest

chunk for this program is provided by the BuPers Central Recreation Fund — and the library program which provides books to naval vessels, and for commissioning allowances for vessels joining the Fleet.

Last year, Congressional appropriations amounted to eight per cent of the total spent for Special Services in the Navy. The other 92 per cent was the result of the nickels and dimes of profit of your Navy Exchanges and Ship's Stores—nickels and dimes making their way back to you.

Last year, the Special Services program cost \$4,263,000. But the recreation fund received during the same period only \$3,613,000 — that, is, it operated at a deficit.

In the last two years, the amount of money in the Central Recreation Fund has been steadily declining due to two logical reasons: (1) less money has been coming in, and (2) more money has had to be spent on special services, movies and recreation facilities.

As an example of higher cost, consider the main item in the Fund budget, the Motion Picture program. This program annually provides all ships of the fleet and bases overseas with some 260 different movies (30 prints of each). Back in 1951, it cost the Recreation Fund only \$300,000 as its contribution to provide you with these faintail flickers; the rest was made up by appropriated funds. In 1953, on the other hand, the corresponding contribution from the Fund soared to somewhat more than \$2 million; the appropriated part decreased accordingly. In 1954, it is estimated the Fund will pay out \$2.5 million toward your movies.

At present, the Fund has an operating capital of approximately \$5.5 million, most of it carefully tucked away in interest-bearing bonds. This back-log was built up mainly during World War II and has been carefully husbanded since.

However, as can be seen, continued large expenditures are gradually cutting down the amount in the Fund, hence decreasing the possibility of making grants for worthwhile special projects. Cost-cutting and continuing keen merchandising on the part of Ship's Stores and Navy Exchanges can help to ease the drain and enable the Fund to maintain its grant program.

New Enlisted Correspondence Courses Available

Six new Enlisted Correspondence Courses are now available from the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

All enlisted personnel, whether on active or inactive duty, may apply for the courses listed below.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular
*Electronics Technician 3	91373-1	AL, AT, ET, ETN, ETR, ETS, RM, RMN, RMT, SO, SOG, SOH, TD, TDI, TDR, TDU, TDV, MMG
Field Manufacture of Industrial Gases Handbook for General	91505	
Dental Technicians	91684	DA, DN, DR, DT, DTG
Journalist 3	91451	JO
Journalist 2	91452	JO
*Navy Mail, Vol. 1	91401-2	TE, TEM

*Available for repeat credit.

Openings in Naval Aviation Cadet Training Program For Regulars and Reserves

The Naval Aviation Cadet program which leads to a commission and "Navy wings" has vacancies for applicants. The program provides flight training for qualified EMs of the Regular and Reserve components of the Navy and Marine Corps on active duty.

Reservists on inactive duty are also eligible, under regulations applicable to civilians. Information on this may be obtained at Navy recruiting stations.

The latest qualification standards and procedures for active duty personnel are listed in BuPers-MarCorps Joint Ltr. 52-164 (NDB, 31 Mar 1952). To be considered under the present instructions an applicant on active duty in the Navy or Marine Corps must—

- Be a U.S. citizen over 18 but under 25 years of age on the date application is submitted.

- Agree to remain on active duty for four years from date of first reporting for active duty in the grade of Naval Aviation Cadet, unless sooner released by the Navy.

- Be unmarried and agree to remain unmarried until commissioned.

- Be physically qualified, "aeronautically adapted," strongly motivated to fly, and possess "officer-like qualities."

- Be selected and recommended by his CO (who utilizes the service of a locally convened selection board). The educational requirements call for one of the following:

- Satisfactory completion of either the USAFI 2CX test or two full years (60 semester or 90 quarter hours) of passing work at an accredited college or university. (Since 1 Jan 1954, 2CX tests have been abandoned, however applicants may still take the USAFI college level GED test (first year college level) which under qualifications required and outlined below makes him educationally eligible for NavCad training).

- Satisfactory completion of one full year (30 semester or 45 quarter hours) of passing work at an accredited college or university plus attainment of high standard classification test scores, OR graduation from an accredited high school or

WHAT'S IN A NAME

"Roads"

As a Navyman, you have probably set one or two landlubbers to guessing when you told them your ship was anchored "in the raad"—say Hampton Roads, Va., Lahaina Roads, T. H., Caranado Roads, Calif., or in any of the other "roads" located throughout the world.

In this sense, as you know, a "road" is an anchorage where vessels may either wait to enter a port or harbor or anchor for a time after leaving port before going to sea. There are several definitions of the term. One authority bails it down nicely by describing a "road" as "a large natural or artificial basin having an outlet to the sea where vessels may anchor in safety." To carry the definition a step further, an "open raadstead" is exposed to winds from the sea; and a "closed raadstead" is well sheltered either naturally or by construction.

Apart from the essential quality of partial protection, another characteristic of many a "raad" is its accessibility from several directions. Notice how this holds true for most of the well-known roads listed below:

Quoddy Roads: U.S.-Canada at the entrance to Passamaquoddy Bay; Cabscaak Bay, St. Craix River. The name, first recorded in 1866, was obviously derived from Passamaquoddy Bay.

Friar Roads: Between the U.S. and Canada at Eastport, Me. Its name was recorded as long ago as 1861. On the Canadian side there is Friar Bay and Friar Head from which terms the Road probably took its name.

President Roads: Located in outer Boston Harbor, where a wide section of the main channel is surrounded by islands. The name goes back at least to 1875.

Nantasket Raads: This name also dates back at least to 1875, when the water area



north of Georges Island was called "Inner Nantasket Raads." It is located in outer Boston Harbor.

Hampton Roads: Located at Norflak, Va. The exact arigin of this name has nat been found, but it may have been named for the settlement of Hampton an its north share or far Hamptan Creek (originally Hampton River). Most "Hamptons" in the U.S. are derived fram the town of Hamptan in England south of London, the lacaation of Hampton Court Palace.

Roosevelt Raads: Located between the western end of Vieques Island and Puerto Rica. This road is named for the late President Franklin D. Raasevelt.

Bolivar Raads: Farms the inner part of the approach to Galveston Bay and Harbar. It is presumably named far Bolivar Peninsula ar Paint. The place names date back to 1851, and honar the great South American patriot.

Seward Raads: On the west side of Midway Islands, but nat a very well defined body of water. There seems na doubt that this was named for the Civil War Secretary of State, William Seward.

secondary school plus satisfactory completion of the USAFI college level GED tests plus high classification test scores.

The following are the minimum test scores acceptable for those in the two latter categories:

Naval personnel—GCT plus ARI, 120; and Mech 58.

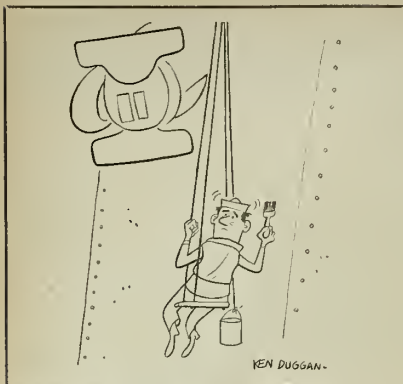
MarCorps personnel — GCT 120 and Pa 116.

Men who have previously been dropped from any military flight training program by reason of flight failure, or who have previously qualified as a naval or military aviator, are not eligible for this program.

Applications will be submitted on form NavPers 953A, endorsed by the CO, accompanied by loyalty certificates, educational transcripts, USAFI test reports, NavCad contract, and consent forms and classification test scores as applicable.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of the action taken in his case. Eligible applicants will have their names placed on a priority list in accordance with their date of acceptance.

Quota allowances will govern selection of candidates from this list. No specific information can be given



"Stand by to let go the anchor."

as to when a man will be ordered to flight training. Accepted applicants will be ordered to NAS Pensacola, Fla., for training in the grade of Naval Aviation Cadet, USNR.

NavCads who successfully complete the flight training course will be appointed as ensigns, 1325, USNR, or, if they volunteer and are selected, as second lieutenants, USMCR.

Candidates selected under this directive will be released to inactive duty upon fulfillment of their contract after four years of service. At that time, should vacancies in the service permit, a limited number may be permitted to continue on active duty—subject to their request. After 18 months' commissioned service in the Naval or Marine Corps Reserve, a limited number may be appointed to the U.S. Navy or U.S. Marine Corps—once again, subject to the needs of the service.

Correspondence Course in Photography Is Revised

A new, revised Officer Correspondence Course in Photography, NavPers 10957, is now available from the Naval Correspondence Course Center. It is open to officers and CPOs on active and inactive duty.

The new course consists of eight assignments and carries 16 points credit for Naval Reserve enrollees. Those who completed the earlier nine-assignment, 18-point course for credit will not receive additional credit for completion of this revision.

Application for enrollment in this course should be made on form NavPers 992, through official channels to the Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

Training and Transfer to FT and ET Ratings Offered To Men in Grade E-4 and Above

Petty officer shortages in electronic technician and fire control technician ratings have caused the Chief of Naval Personnel to institute a new program whereby personnel in pay grade E-4 and above in many other ratings may request training designed to qualify them as FTs and ETs.

Aimed at career Navymen, the program has been designed to fill the present shortage of FT and ET petty officers and to supply a "hard core" of trained men in the higher pay grades for future requirements.

A by-product of the program will be the opportunity for many men, now in ratings which are overloaded, to change their ratings and be in line for more rapid promotions.

Personnel selected under this new program will be enrolled in special training programs which are designed to qualify them for a change in rating. The men in pay grade E-4 will be enrolled in either the FT or the ET class A school where they will be required to take the regular course.

The schools will be prepared to give special conversion trainees additional instruction when required.

The men in pay grades E-5 through E-7 will be enrolled in special programs approximately one year in length. The FT and ET programs will be similar, both including the same units on electricity and electronics. The men studying for change to the fire control technician rating will be required to learn the same electricity and electronics required for the ET and in addition will be required to learn applications of the basic principles as they apply to fire control equipment. The instruction for FT will include maintenance of complicated fire control and guided missile systems, including radars, computers, designation and stabilization equipment.

Upon successful completion of the training period, the ratings of graduates will be changed to FT or ET in equal pay grade. Anyone who does not successfully complete the training, however, will be reassigned to other duty in his old rate without penalty.

Incidentally, while undergoing the training, a man may still qualify for advancement in his current rating.

The advancement will be effected as long as the authorization to do so is received prior to the date set for the change of rate.

Only USN personnel in pay grades E-4 and above who have decided to make the Navy a career and who presently hold ratings other than FT/FC, ET, SO, MN, TE (except TE-2250-2259), RM, CT, EM, IC or any aviation rating are eligible.

An applicant must also have:

- A minimum of four years' and maximum of 12 years' active naval service.

- Five years' obligated service. Personnel having less than the required five years must agree to extend their enlistments for a period of one, two, three or four years as necessary.

In a case where the aggregate of extensions or reextensions would exceed four years in any one enlistment, the Chief of Naval Personnel will, upon request, authorize discharge for the purpose of immediate reenlistment for a period of six years.

- A minimum combined GCT and ARI test score of 110; a MECH or MK ELECT score of 50 or above and normal color perception.

- An average of 3.5 or higher in proficiency in rating as a Petty Officer.

Personnel meeting the requirements may submit their requests via their commanding officers direct to the Chief of Naval Personnel (Attn: Pers-B212), furnishing the information needed.

Requests received will be reviewed and applicants advised as to action taken.

Men selected will then be assigned to the appropriate training leading to qualification and change of rating.

Selectees who cannot be assigned immediately will be placed on a waiting list.

(Complete details concerning the program can be found in BuPers Instruction 1440.12).

It is emphasized that personnel may assure themselves of maximum opportunity for selection for this training by requesting the program only and not limiting their requests either to FT or ET.

Navy Personnel Man Develops Quick and Easy Way of Figuring Leave with Circular Slide Rule

If you're a long-suffering yeoman or personnel man who has had to sit down and figure out how much leave each man on board has earned, here's a gadget you can make that may prove to be a big time-saver.

The unique brainstorm, designed by John Perruzzi, PN3, usx, of the Naval Training Center, San Diego, Calif., is a "circular slide rule leave computer."

Perruzzi's leave computer has been endorsed by the experts in BuPers. The computer has also been recommended for use by YNs and PNs throughout the naval establishment.

By following the directions and referring to the illustration, you can make one of your own. Here's how the computer works.

The leave computer is based on the principle of a circular slide rule, which consists of two scales. The outer (larger) scale is divided into twelve sections representing the months of the fiscal year from July to June, inclusive.

Each of the months are then subdivided into five sections, each representing the period for which one-half day of leave is earned.

The inner (smaller) scale is divided into 60 sections corresponding in measurements to the subdivisions

on the outer scale. Each division in the inner scale is numbered consecutively by halves, i.e. $\frac{1}{2}$, 1, $1\frac{1}{2}$, 2, etc. An arrow is then drawn to point at the number 30.

The smaller scale is then centered on the larger scale and the two are tacked together in the center with a paper fastener, loosely enough to allow for movement of the two scales.

All problems are figured to the nearest $\frac{1}{2}$ -day credit. For example, if a man who enlisted on 20 December wants to know his leave accumulation as of 30 June, the arrow on the inner scale would be placed at 18 December (the nearest scale marking) and the inner scale would be read at the point corresponding to 30 June to determine the accrued leave at that time. This reading would show 16 days' leave (See fig. 1).

Assuming that on 10 March this particular man requests 20 days' leave, set the scale again on 18 December, then look at the outer scale at 12 March (the end of the six-day period). The inner scale shows he has but seven days' earned leave coming to him (See fig. 2).

After a person completes one year's service, the inner scale arrow then is set on 30 June. Now, on the date leave is desired, earned leave will show on the inner scale. For example, on 6 October a man will have earned eight days' leave.

Any material can be used in making the computer, but eardboard is recommended. The suggested size is five inches in diameter for the larger disk and three and a half inches in diameter for the smaller one.

Uniform Code of Military Justice Is Discussed in Film Series

Available for distribution to the fleet are six short films with good information on the new articles of the Uniform Code of Military Justice.

The film series MN7855, "This is the Code," has been produced to assist in explaining the articles of the Code to naval personnel.

The six films, which are listed below, serve to show Navymen their rights as well as responsibilities:

- Absence Offenses (12 minutes) —MN7855A
- Respect, Obedience and Performance of Duty (18 minutes) —MN7855B
- Conduct before the enemy (12 minutes) —MN7855C
- Crimes Against Persons and Property (17.5 minutes) —MN7855D
- Procedural Articles concerning the Code (16 minutes) —MN7855E
- General Criminal Article (16 minutes) —MN7855F

The films illustrate the commission of offenses under the Code and are valuable in drawing attention to the punishments which may be adjudged for committing various offenses.

Figure 1

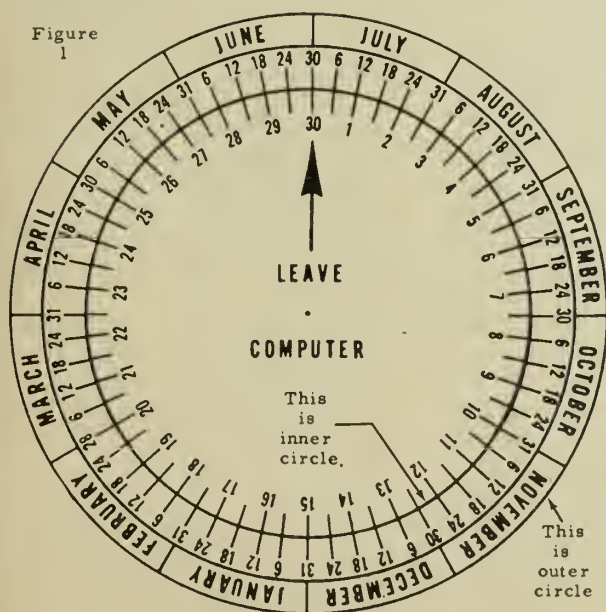
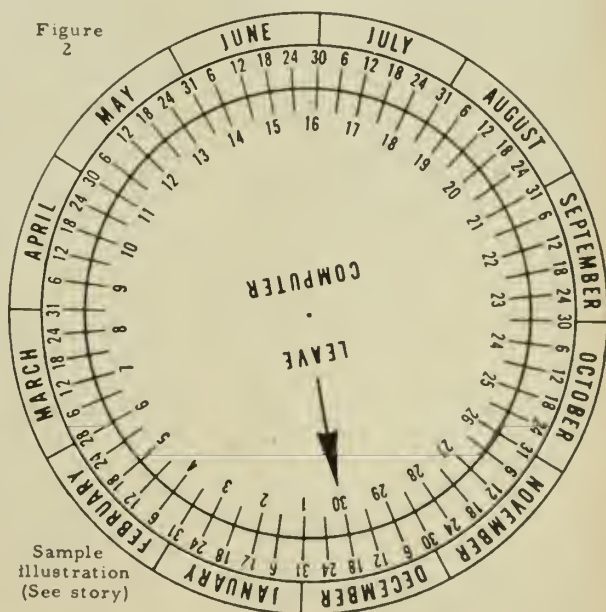


Figure 2



List of New Motion Pictures Available for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in March.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Inferno (1379) (T): Suspense Drama; Robert Ryan, Rhonda Fleming, William Lundigan.

The Nebraskan (1380) (T): Western; Phil Carey, Roberta Haynes.

Money From Home (1381) (T): Comedy; Dean Martin, Jerry Lewis, Marjorie Miller, Pat Crowley.

The Golden Idol (1382): Jungle Adventure; Johnny Sheffield, Anne Kimbell.

She Couldn't Say No. (1383); Comedy; Robert Mitchum, Jean Simmons.

Here Come the Girls (1384) (T): Musical Comedy; Bob Hope, Tony Martin, Rosemary Clooney.

Mr. Potts Goes To Moscow



Is he an Aviation Structural Mechanic Third Class, too, Daddy?

(1385): British Comedy; Nadia Gray, George Cole.

Paratrooper (1386) (T): Drama; Alan Ladd, Leo Genn, Susan Stephen.

Eddie Cantor Story (1387) (T): Musical Biography; Keefe Brasselle, Marilyn Erskine.

The Man Between (1388): Suspense Melodrama; James Mason, Claire Bloom.

Kiss Me Kate (1389) (T): Cole Porter Musical; Howard Keel, Kathryn Grayson, Ann Miller.

Dodge City (1390) (Re-issue): Western; Errol Flynn, Olivia DeHavilland.

Charge of the Lancers (1391) (T): War Drama; Paulette Goddard, Jean Pierre Aumont.

They Died With Their Boots On (1392) (Re-issue): Western; Errol Flynn, Olivia DeHavilland.

Glenn Miller Story (1393) (T): Musical Biography; James Stewart, June Allyson, Frances Langford.

El Alamein (1394): War Drama; Scott Brady, Rita Moreno.

Easy To Love (1395) (T): Romantic Musical; Esther Williams, Tony Martin, Van Johnson.

The Wild One (1396): Melodrama; Marlon Brando, Mary Murphy.

Diamond Queen (1397) (T): Adventure Drama; Arlene Dahl, Fernando Lamas.

Charge Of The Light Brigade (1398) (Re-issue): War Drama; Errol Flynn, Olivia DeHavilland.

Appointment In Honduras (1399) (T): Jungle Melodrama; Glenn Ford, Ann Sheridan, Zachary Scott.

Man In The Attic (1400): Murder Mystery; Jack Palance, Constance Smith.

Three Sailors And A Girl (1401) (T): Musical; Jane Powell, Gordon MacRae, Gene Nelson, Sam Levene.

Captain's Paradise (1402): Comedy; Alec Guinness, Yvonne DeCarlo, Celia Johnson.

Hondo (1403) (T): Western; John Wayne, Geraldine Page, Ward Bond.

Go, Man Go! (1404): Basketball Drama; Dane Clark, Pat Breslin, Harlem Globetrotters.

Captains Courageous (1405) (Re-issue): Adventure Drama; Freddie Bartholomew, Spencer Tracy.

Red Garters (1406) (T): Western Musical; Rosemary Clooney, Jack Carson, Guy Mitchell, Pat Crowley, Cass Daley.

Definition of Sea Duty for Determining Your Eligibility For Advancement in Rating

In answer to the many questions sent in by readers, ALL HANDS is publishing pertinent information on the definition of sea duty for establishing eligibility for advancement in rating, and how such duty is computed.

First, duty while attached to, or serving in, any of the following ships, stations, fleets, etc., can be included in your computations:

- Ships and units of the active fleet, including aviation units and MSTs ships.

- Units of the Fleet Marine Force.

- Naval district vessels, service craft.

- Reserve fleet.

- Fleet amphibious warfare units.

- Beach jumper units.

- Fleet training units.

- Fleet Operational Development Force commands.

- Fleet, force, and type administrative commands of the sea-going forces.

- Seagoing units operating directly under CNO.

- Fleet logistic air wings.

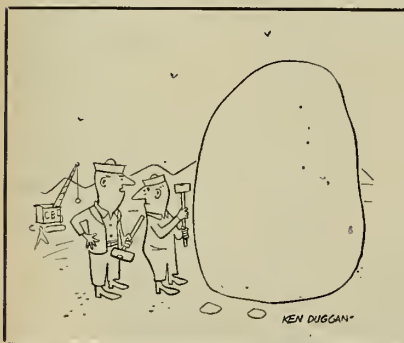
- Naval components of MATS.

- Explosive ordnance disposal units.

- Duty outside of the continental limits of U. S.

- Duty in connection with new construction or recommissioning (60 days may be counted).

Remember, when you are search-



"What are you doing, trying to slow down the whole job? I told you to use the ten, not the eight pound hammer!"

ing your record for dates that merely drawing sea pay is not a governing factor in determining if a particular duty counts toward sea-duty requirements for advancement in rating.

In considering these various types of billets and in the computing of the time involved, there are certain rules to observe:

- Add up sea duty in months and days and convert days into months on the basis of 30 days equaling one month. A remainder of 16 days or more, may be counted as one month.

- All sea duty counts. Breaks in service and reduction in rate do not affect credit for sea duty.

- Sea duty starts on the day you report or transfer from a receiving station or other activity within the continental limits of the U. S. for transportation to your new duty station.

- Sea duty ends on your date of transfer, or on the date of reporting to, the first shore activity within the U. S. when transportation from outside the U. S. is involved.

- Periods between sea-duty assignments, not to exceed 60 days (including any leave) shall be considered sea duty. If the period is over 60 days you cannot count any of it.

- Temporary additional duty under instruction in schools within the U. S. shall be counted as sea duty if you are ordered from sea duty to the school. If the course of instruction is longer than three months, only three months may be counted toward sea duty.

- You cannot include time not served between discharge and reenlistment in any of the above computations.

Additional information may be ob-

tained from BuPers Inst. 1414.2 (Change 1), dated 23 Dec 1953.

Remember, the foregoing should not be confused with BuPers Inst. 1306 which outlines requirements for sea-shore rotation of enlisted personnel.

255 Enlisted Candidates For NROTC Scholarships Pass Preliminary Tests

Two hundred and fifty-five enlisted men of the Navy and Marine Corps have successfully completed the first step in competition that leads to a college education and eventual commission through the Naval Reserve Officer Training Corps.

This year's preliminary selections were made on the basis of test scores attained by candidates in the Navy College Aptitude Test conducted throughout the Fleet last December, and review of individual records in BuPers.

This month the enlisted candidates will receive orders to the Naval Preparatory School, Bainbridge, Md., for intensive academic refresher training beginning on or about 1 Jun 1954. However, these orders do not constitute final selection for NROTC. Following the refresher training and careful screening at Bainbridge, final selection of candidates will be made within the quota of scholarships allotted to the Fleet this year. Successful candidates will be discharged from enlisted status, appointed midshipmen and ordered to college in September. Unsuccessful candidates will be returned to general duty.

In addition to these enlisted candidates for the NROTC scholarships, processing is currently being conducted throughout the nation to select the 1800 civilian applicants for this program slated to enter college in the fall.

Successful completion of the four-year subsidized education in one of the 52 NROTC colleges and universities will prepare the midshipmen for careers as officers in the U.S. Navy or Marine Corps.

It is anticipated that another Navy College Aptitude Test will be conducted this December to obtain candidates for enrollment in the 1955 program. Details will be announced this summer.



Changes Made in Length Of Duty Tour in Alaska

A change has been made in the length of time needed for a complete tour of duty in the Seventeenth Naval District.

Under the new provisions men without dependents at their duty station will have their tour of duty shortened while those with dependents will spend more time than had been previously required.

At Kodiak, men without dependents in the area have had their tour reduced from 18 to 12 months. Men with dependents in the area will now be required to do a 24-month tour of duty instead of 18.

In the district's other commands, the Adak tour of duty will now be 12 months without dependents and 18 months with dependents. Point Barrow, Whittier, Dutch Harbor and Attu will be six months with rotation to a more desirable station to complete 12 months in the area. The last four spots do not have accommodations for dependents.

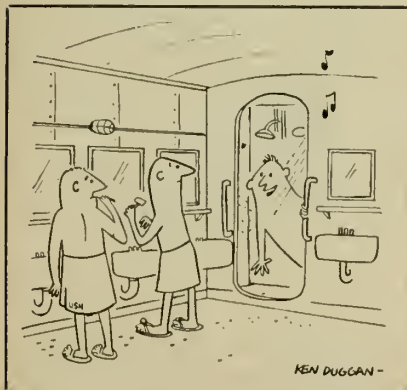
Drivers 'Take the Pledge' At NAS Moffett Field

Three thousand five hundred owners of vehicles at NAS Moffett Field, Calif., sport emblems on their cars which are safe driving pledges.

The pledges, which they signed read as follows:

"I will do my part by making caution, care, common sense and self control my car code of the road for 1954, and encourage others to do likewise."

This is additional evidence that all hands are convinced that safe driving is important to the individual and to the Navy.



"Any requests?"

Answers to Queries on Advancement to Third Class PO Grades

THERE has been a recent influx of letters to ALL HANDS and the enlisted promotion section of BuPers regarding the slowdown in promotions from seaman to third class petty officer.

In an effort to clear the air, ALL HANDS has compiled several of the most-often-asked questions and checked with the promotion section for the answers.

However, before going into the questions and their answers a little background on the Service-wide Examinations may help to eliminate a few misunderstandings.

Prior to the beginning of service-wide examinations in July 1950, promotions had been granted by quota to major commands of the Navy. Each command, in turn, would give tests allowing the men under its jurisdiction to compete with one another for the few advancements allotted that command. A study of this situation convinced BuPers that the method did not always procure the best men for the openings, that standards were not uniform, and that the method resulted in stagnation of advancement in some rates.

Under the old system a man's

Certain Officer Designators Are Now Eliminated by BuPers

Officers presently holding the Unrestricted Line designator "111X" (for example, "1110" or "1115") will have their designator changed by BuPers to an appropriate "110X" (line) code.

The Unrestricted Line designator code is being eliminated as it is considered that officers currently holding such designators have since transferred out of aviation billets and have gained new skills that are of a predominantly line nature.

The original purpose of the designator "111X" was to place officers temporarily transferred from aviation duties in a special classification that indicated lapsed, but not lost, qualifications for aviation duties. BuPers now feels that time has made these once-held qualifications less valuable and the individual is better suited for general line functions. Details can be found in BuPers Notice 1210.



"You mean the war's over! And that isn't the Maine out there?"

chances for advancement varied with his duty assignments, the difficulty of the examinations varied from one command to another, and in some ratings with few vacancies some commands got no quotas for advancement at all.

The service-wide system allows all candidates to compete on an equal basis for the vacancies that exist in each rate.

The service-wide program was instituted during a time when the Navy had an excess of men. By the time the first exams were given, the Korean war had broken out, causing a sudden growth in the size of the Navy. As a result, everyone who took and passed the examinations in July of 1950 was advanced. The exams were therefore used merely to select those who were fully qualified for the rate.

Since then the situation has changed. The fighting has stopped and budgetary restrictions have been placed on the Navy. Only a certain per cent of the strikers can be made petty officers. As a result the quota control feature of the Navy-wide examination system was put into effect for the first time for the purpose of getting the best men for the vacancies existing, regardless of duty station.

Now for the most often-asked questions.

Q. Why must quota limitations be placed on advancements?

A. Budgetary restrictions and the reduction in the authorized strength of the Navy are the big reasons.

Thus through the Navy-wide exams, the cream of the crop going up for rates are the ones who will be promoted in the "tight" rates.

Q. Why are limitations for advancement in some rates more severe than in others?

A. Some ratings are just more popular than others. Naturally these have an excess of personnel trying for advancement, while many of the technical ratings which have more difficult qualification requirements, have a shortage of qualified men. The reenlistment rate also varies greatly, so Bureau efforts to keep the ratings in balance by controlling input are often to no avail. However, a certain number of advancements will continue to be authorized as a result of the service-wide examinations, even in ratings that are full.

Q. Why do I have to take the exam over and over again, if I have passed it once?

A. New people are constantly coming into the E3 pay grade and it is only fair that when they become eligible for advancement, they compete against all other E3s. It is your current ability that BuPers wants to measure and compare, not what you knew six months or a year ago. The man who wants to rest on the oars is not the one to be advanced.

Q. Why not establish a waiting list of those who have passed the exam?

A. This would cause stagnation, with the exams few and far between. Even if the waiting list was only good for a year or two, it would discourage study and training effort. It would cater to the lazy man. Ambitious personnel should be given the opportunity of competition with all other eligible men rather than be held to a waiting list system. Also, if a waiting list were established, men who studied and improved themselves after the list was made up would receive no recognition for their extra efforts.

Q. What hope is there for me if I keep taking the exam and don't get advanced?

A. Each time you take the examination your multiple credit becomes a little higher since time in rate and

time in the Navy both add points to your score. Good Conduct Medals also add points. These all help on subsequent tests and in addition, by taking the tests you can get a good idea of what you are lacking and thus be better prepared for the next test. Continue to study and your chances get better every exam. Be sure you are studying the right things, however. Ask your division officer or training officer to explain the requirements for the rate you are going up for. These are listed in the "Manual of Qualifications for Advancement in Rating" (NavPers 18068). The books to study to qualify yourself in the listed requirements are specified in the "Training Courses and Publications for General Service Ratings," (NavPers 10052).

Q. Why not give more credit to the experienced man who can't put his knowledge on paper?

A. It is to do this that the multiple choice type questions are used on the exams. The average person, even if he can't put his answers in writing can pick out the correct answer when he sees it. This and the increased multiple credit for total service and service in pay grade all help the more experienced man in his quest for a rate.

Q. Why not give a quota to each ship and let the commanding officer decide who is to be advanced?

A. For several reasons this is not fair. You already know many of the reasons if you've read the above. Furthermore, in a case where there were only a few openings in a rate, each ship could not be given a quota, thus closing the rate to men in many ships. Under the Navy-wide examinations, regardless of how few openings there are, they are open

to competition by all qualified men.

Q. Are there quota restrictions in advancements on all third class PO rates?

A. No, and here is a good chance for many an SN to take a bearing and decide just where he is heading. In the August 1953 exams, the following third class rates were not restricted by any quota and many are still open all the way up: QM, RD, SO, FT, MN, ET, IM, OM, TE, RM, CT, MU, MM, MR, EM, IC, ME, FP, ML, CM and BU.

"What the whole situation boils down to is this," a BuPers official states, "the best man is the one who will make the rate. If you are willing to work hard, study hard and become the best man, then you will get that long awaited crow on your arm."

Eligibility and Rules Listed For Participants in Fifth Interservice Photo Contest

Judging of entries in the Fifth Interservice Photography Contest will be done at the Pentagon in Washington, D. C., on 1 Nov. 1954. This contest is for the amateur and beginning photographer and is designed to encourage participation in photographic activities.

There will be two classes of competition: Black-and-white, and color transparencies. There will be no separate categories within the two classifications. In the final judging, seven places in the black-and-white and three places in color transparencies will be awarded.

Subject matter should have appeal and meaning. Subjects may include, but are not limited to, landscapes, seascapes, still life, babies and children, animals, customs and people, documentary scenes of service life, architectural studies, interiors, flowers, abstractions and human-interest subjects from daily life.

Entries will be judged primarily upon originality, interest and appeal. While good craftsmanship is important and desirable, photographic technique will be a secondary factor in determining winners.

A group of professionally recognized photographers will be invited by the sponsors of the photo contest to select the final winners.

All naval personnel, and Coast Guardsmen, on active duty for more

than 90 days, are eligible to enter photographs in the contest. Only photographs taken after 1 May 1953, however, will be eligible for competition and no official military photographs may be submitted. Entries must be taken by the contestant. Developing, printing and enlarging of black-and-white photos by the contestant are encouraged, but not required.

Entries from Navy and Coast Guard contestants will be judged by a board designated by the Commandant, Third Naval District. The 50 best black-and-white photographs and 12 color transparencies from among the Navy and Coast Guard entries will be entered in the Interservice contest.

It should be noted that there will be no awards or an "All Navy" designation given on the Navy level.

Regional eliminations will be held. There is no limit to the number of photographs a contestant may enter. Entries may be submitted from now until a deadline to be designated by each area commander.

Here is a run-down on the regional eliminations and the territory they include.

- ComEleven—Activities within the Eleventh, Twelfth, Thirteenth and Seventeenth Naval Districts and all Pacific Fleet Units on the West Coast.

- ComFourteen—Activities ashore and afloat in both the Hawaiian area and west of the Hawaiian Islands.

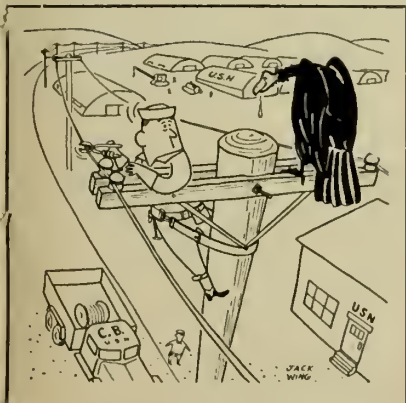
- ComFive—Activities within the Fifth, Tenth and Fifteenth Naval Districts, Potomac and Severn River Naval Commands, fleet and shore based units of the Atlantic Fleet including Atlantic Fleet units operating under CinCNavl.

- ComFour—Activities within the First, Third, Fourth, Sixth, Eighth and Ninth Naval Districts.

Complete details and rules for the Fifth Interservice Photography Contest are contained in BuPers Notice 1710 of 12 Mar 1954.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9

1. (a) USS Nevada (BB36).
2. (c) 1916.
3. (b) Hose.
4. (a) Closed.
5. (b) Vice-President of the U. S.
6. (b) Admiral's March.



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnovs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNov Instructions that apply to most ships and stations. Many instructions and notices are not of a general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnovs, NavActs Instructions and Notices for complete details before taking action.

Alnovs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnovs

No. 4—Reminded naval personnel of the deadline date of 30 April for joining the new annuity plan, the "Uniformed Services Contingency Act."

No. 5—Contains a statement by the Secretary of Defense stressing the importance of the training given foreign military students in the U. S.

No. 6—Announces the convening of a board to recommend Naval Reserve officers for active duty agreements of from one to five years under a new program.

No. 7—Requests applications for Naval Aviation Cadets (NavCads).

No. 8—Authorizes a Reserve Officer Review Board whose job it is to establish priority lists governing the retention of Naval Reserve officers on active duty during fiscal year 1955.

BuPers Instructions

No. 1080.14—Announces addition of "Service Identification Suffixes" to USN and USNR designations of both Regular and Reserve personnel.

No. 1085.33—Authorizes a "Privilege Card" for members of the Naval Reserve retired with pay.

No. 1085.34—Concerns submitting records of courts of inquiry and investigations in the case of deceased or injured personnel.

No. 1120.7A—Summarizes procedures to be followed in appointing enlisted personnel to commissioned grade in the Regular Navy.

No. 1120.9A—Summarizes eligibility requirements and processing procedures whereby enlisted women of the Regular Navy or Naval Reserve who have a college degree and are currently serving on active duty may apply for appointment to the grade of ensign, 1105 or 3105.

No. 1120.11A—Revises and brings up to date eligibility requirements and processing procedures for enrollment of enlisted members of the naval service in the Officer Candidate School at Newport, R.I., for in-

doctrination and appointment in the Naval Reserve.

No. 1616.1A—Emphasizes the necessity of submitting evaluation sheets on all chief petty officers and petty officers first class once a year.

No. 1626.7A—Cites rules of conduct relating to drafts of men or individual Navymen using public transportation facilities.

No. 1140.1A—Outlines the procedure to be followed to notify the home draft board of a person who enlists, reenlists, is awarded an appointment or is reappointed in the Regular Navy or Naval Reserve on active duty.

No. 1650.4A—Authorizes naval personnel who have served on duty in combat with the Fleet Marine Force to wear a miniature Marine Corps emblem on the appropriate campaign ribbon.

BuPers Notices

No. 1743 (3 Mar 1954)—States that wherever possible leave may be granted for observance of the Jewish Feast of Passover.

No. 1530 (3 Mar 1954)—Announces list of enlisted personnel provisionally selected for enrollment in the NROTC program this year on the basis of scores in the Navy College Aptitude Test.

No. 1418 (4 Mar 1954)—Calls attention to the service-wide competitive exams for advancement in rating to pay grades E-4, E-5 and E-6 set for August.

No. 1210 (4 Mar 1954)—Eliminates the officer designator code "111x" and states that all officers holding this code will have their designators changed to the appropriate "110x" code.

No. 1520 (5 Mar 1954)—Announces that the joint Armed Forces Information School at Fort Slocum, N. Y., is being discontinued and that the Army will establish an Army Information School there.

No. 5510 (9 Mar 1954)—Concerns up-grading of certain Army-produced films.

No. 1120 (11 Mar 1954)—Announces the list of warrant officers and enlisted men and women of the Regular Navy selected for training leading to a commission as ensign in the line or Supply Corps of the Regular Navy.

No. 1130 (12 Mar 1954)—Requests applications for enlistment or reenlistment in the Regular Navy of

Ruffled Sergeant Rattles Caller—He Wants Ryffel, Not Rifle

Even the Marines let the situation get out of control once in awhile. Take a recent telephone conversation between a sergeant on the firing range at Camp Lejeune and an unidentified caller.

The phone rang and the sergeant answered. "Firing range."

"I'd like to speak to Ryffel."

"Rifle?" the sergeant queried. "We've got plenty of rifles here. In fact, you can hear them firing now."

"Yes, I know Ryffel's firing now," the caller replied, "but it's important that I talk to him."

"Say what kind of a gag is this?"

"No gag at all, I just want to speak to Ryffel, serial number 1346431, of—"

By this time the sergeant was getting a little hot under the collar, "Yeah, I know. All rifles have

serial numbers. You want a rifle? Well go over to your company and check one out."

"But this Ryffel is already checked out of Headquarters Company and is firing now."

"Oh" said the sergeant, thinking he had seen the light, "you lost your rifle and think we've got it down here at the rifle range."

"No, my rifle isn't lost. I just want to speak to Ryffel."

"Where are you calling from? In just a jiffy I'll have the hospital send over a straight jacket and transportation."

"Look, I'm not nuts. I just want to speak to Private First Class Robert E. Ryffel. Will you call him to the phone?"

"Oh, you want to speak to PFC Ryffel—A Marine firing, a person, —not a rifle—oh—."—MSgt Donald F. Ball, USMC.

men in FT, ET and RM ratings or in allied emergency service ratings in the Training and Administration of Reserves (TAR) program.

No. 1700 (12 Mar 1954)—Gives the rules for the Fifth Interservice Photography Contest.

No. 4641 (12 Mar 1954)—States that "furlough fares" will be continued for servicemen in uniform on passenger-carrying railroads through 30 Jun 1954.

No. 1806 (23 Mar 1954)—Makes a change in retirement point credit that may be earned by Naval Reservists for periods of active training and for service on the Honorary Retired List.

No. 1710 (23 Mar 1954)—Makes several additions to BuPers Inst 1710.1A which sets down the basic rules governing All-Navy and Interservice sports championships.

EM Volunteers Commended For Their Rescue Effort

Two destroyer sailors have received commendations for a heroic attempt to rescue two other Navy-men washed overboard during heavy seas.

The incident took place in the Sea of Japan when two seamen from the destroyer *uss Cone* (DD 866) were washed over the side while securing equipment on the deck during rough weather. Strong winds caused *Cone* to drift away and her crew was unable to aid the men.

However, *uss Ozbourn* (DD 846), which was steaming nearby, went immediately to the scene where Jack B. Evans, RM3, USN, and Bobby D. Parrack, SN, USN, volunteered to attempt the rescue.

As a searchlight illuminated the water the two were lowered over the side by ladder and had almost succeeded when *Ozbourn* rolled heavily to one side and the high seas broke over the ladder tossing all the men into the stormy sea.

The four men were momentarily sucked below the surface of the ship. Struggling frantically to bring themselves to the surface, Evans and Parrack yet managed to hang on to one of the drowning men. The other man was washed away and an intense 12-hours search by the destroyers failed to locate him.

For their efforts, Evans and Parrack were commended by the Commander of Task Force 77.

Summary of Congressional Action Taken on Bills Affecting Naval Personnel

Changes in status of items on the legislative calendar of interest to naval personnel are reported in the following roundup.

As usual, this summary includes new bills introduced as well as action taken on other bills previously covered. The summary includes Congressional action covering the month since the last roundup.

Tax Decrease — Public Law 324 (evolving from H. R. 8224): Makes cuts averaging 50 per cent on Federal excise taxes on a long list of items from pocketbooks to household appliances, the decreased rates to take effect 1 Apr 1954. As a result less will be paid for many household items, as well as tickets for motion pictures, legitimate theaters and sports events.

Limitations on Officers — H. R. 7103: passed by House; would provide for a limitation on the number of officers who may serve in the commissioned grades of the Army, Navy, Air Force and Marine Corps. It would substitute for the present flat percentage of officer strength, a table of numbers of officers above the grade of lieutenant allowed for various total officer strength levels. The bill is based on the principle that as the size of the Navy, for example, increases, the proportion of senior officers in it will decrease. If enacted, the legislation would provide permanent "guide lines" to replace certain arbitrary limitations attached to the last three Defense Department appropriations acts. It would also repeal current restrictions on the voluntary retirement of USN officers.



"Adjust your parachute Joe... we may fly back to the base yet."

Foreign Decorations — H. R. 6051 and S. 2247; passed by Senate would provide that members of the U. S. armed forces may be authorized by the service secretaries to accept from certain allied governments decorations, orders or emblems which may be tendered them for Korean service. A similar bill which would extend this privilege to veterans of World War II was previously introduced.

Combat Pay — S. 3097: introduced; would extend combat duty pay to all servicemen missing-in-action for the entire time they were missing, rather than for three months as at present.

Old-time Ships — H. R. 8247: introduced; would provide for the restoration and maintenance of *uss Constitution* and for the disposition by sale, grant or other means of *uss Constellation*, *uss Hartford*, *uss Olympia* and *uss Oregon*.

Annuity Plan — H. R. 8539: introduced; would extend the deadline for decision on whether or not to enter the new "Uniformed Services Contingency Option Act" from 30 Apr 1954 to 30 Nov 1954 (except for persons on the Retired List who have already had to make a definite decision).

Cemetery Markers — H. R. 4690: introduced; would provide for the erection of appropriate markers in national cemeteries to honor the memory of members of the armed forces missing in action.

VR-2 of NAS Alameda Adopts Three Orphans

The 400 officers and men of Air Transport Squadron Two at the U.S. Naval Air Station, Alameda, Calif., are the proud "parents" of three Korean orphan boys.

The men of VR-2 adopted the three Korean orphans through the Foster Parents Plan for War Children, a non-profit organization devoted to the interest and care of children who have been made orphans by war.

The three boys adopted by the squadron are Park Kil Yong, 7; You Hang Koo, 9; and Kang Tae Won, 11 years old. The lads are being cared for by the Foster Parent's Plan through its field headquarters in Korea with money sent from the squadron.

DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ DOWDING, Fred Y., HM3, USN, serving with a Marine Infantry Company on 3 Feb 1953.

★ SMITH, Ralph A., LT, USNR (missing in action), serving in Composite Squadron 35 on the night of 7 Jul 1953.

★ SUSZKO, August, HM3, USN, serving with a Marine Infantry Company on 26 Jul 1953.

• WOODS, William C., HN, USN, serving with a Marine Infantry Company on the night of 2 Dec 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ MACINNIS, Jack, CAPT, USN, Commander Destroyer Squadron 24 from 9 May to 8 Jul 1953. Combat "V" authorized.

★ MANIGAULT, Peter, LTJG, USNR, attached to the staff of Commander East Coast Blockade and Patrol Group from 30 Mar to 27 Jul 1953. Combat "V" authorized.

★ MYERS, Richard E., CAPT, USN, Commander Destroyer Squadron Seven from 6 Mar to 24 Jul 1953. Combat "V" authorized.

★ OUTERBRIDGE, William W., CAPT, USN, Deputy Chief of Staff on the Staff of Commander Naval Forces, Far East, from 21 Jul 1952 to 25 Jun 1953.

★ OVROM, Allan A., CAPT, USN, Commander Task Element 95.21 from 19 Mar to 1 Apr 1952. Combat "V" authorized.

★ PARKS, John E., CDR, USN, Commander Carrier Air Group 15 from 13 Mar to 27 Jul 1953. Combat "V" authorized.

★ RUSSILLO, Michael P., CAPT, USN, Commander East Coast Blockade and Escort Force from 18 Nov to 10 Dec 1952 and from 7 Jan to 4 Feb 1953. Combat "V" authorized.

★ RYAN, Paul B., CDR, USN, on the staff of Commander Service Squadron Three from 11 Oct 1952 to 27 Jul 1953. Combat "V" authorized.

★ SHANDS, Courtney, CAPT, USN, CO of USS *Oriskany* (CVA 34) from 1 Nov 1952 to 21 Apr 1953. Combat "V" authorized.

★ SOUTHERLAND, Leonard B., CAPT, USN, Chief of Staff to Commander Carrier Division One and Commander Task Force 77 from 24 Jul 1952 to 23 Jul 1953. Combat "V" authorized.

★ SWEENEY, John R., CDR, USN, Commander Carrier Air Group Four from 12 Jun to 27 Jul 1953. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ MICHEEL, John C., CDR, USN, (posthumously), CO of Attack Squadron 929 on 1 Feb 1951.

★ MILLER, Ward S., LCDR, USN, CO of Fighter Squadron 63 on 23 Jun 1952.

★ NELSON, Marvin D., Jr., LTJG, USN, serving in Composite Squadron Three on 12 Dec 1952.

★ NELSON, Roger D., LT, USN, serving in Attack Squadron 55 on 20 Dec 1952.

★ NIXON, Edwin A., Jr., ENS, USNR (posthumously), serving in Fighter Squadron 91 on 1 Mar 1953.

★ O'TOOLE, Lawrence T., LTJG, USNR, serving in Fighter Squadron 23 on 22 Nov 1952.

★ PEEL, Gaylord A., LTJG, USNR, serving in Attack Squadron 95 on 17 May 1953.

★ PHILLIPS, Edward, LTJG, USN, serving in Attack Squadron 195 on 1 May 1951.

★ PRENDERGAST, Francis J., LT, USNR, serving in Fighter Squadron 54 on 2 Jan 1952.

★ PRICHARD, Reuben P., Jr., LTJG, USN, serving in Fighter Squadron 53 on 29 Oct 1951.

★ PRUITT, Bertie C., LT, USNR, serving in Fighter Squadron 53 on 5 Jan 1952.

★ PUTINTA, Mike, LT, USNR, serving in Attack Squadron 75 on 24 Jul 1952.

★ QUIEL, Lawrence L., LTJG, USNR (posthumously), serving in Fighter Squadron 153 on 31 Mar 1953.

★ QUINLEY, William M., ENS, USNR, (missing in action), serving in Fighter Squadron 152 on 5 May 1953.

★ RICHEY, Leland R., LT, USNR (missing in action), serving in Fighter Squadron 152 on 6 May 1953.

★ ROBERTS, Robert E., ENS, USNR,

serving in Fighter Squadron 193 on 16 Jul 1952.

★ ROCHE, Thomas C., AD1, USN, serving in Helicopter Squadron One on 13 Jun 1952.

★ ROSTINE, Robert E., LTJG, USNR, serving in Fighter Squadron 51 on 11 Sep 1951.

★ ROULLARD, George P., AL1, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 13 Feb 1951.

★ RUDD, Richard O., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 2 Feb 1951.

★ SAMPLES, Evan J., ENS, USNR, serving in Fighter Squadron 54 on 4 Sep 1951.

★ SANDERSON, James R., LTJG, USN, serving in Attack Squadron 195 on 1 May 1951.

★ SCHAD, "F. A.", AT2, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 5 Jan 1951.

★ SCHLOER, Eric G., LT, USNR, serving in Fighter Squadron 192 on 22 Jul 1952.

★ TEUFER, William E., LCDR, USN, attached to Attack Squadron 75 on 27 Jul 1952.

★ THOMAS, Harry E., LTJG, USN, serving in Fighter Squadron 193 on 13 Jun 1952.

★ WAGNER, Hale W., LTJG, USNR, serving in Composite Squadron 61 on 23 Jul 1952.

★ WOERMAN, William B., LT, USN (posthumously), serving in Fighter Squadron 92 on 7 Apr 1953.

Gold star in lieu of second award:

★ ABBOTT, John, LTJG, USNR, serving in Fighter Squadron 53 on 15 Jan 1952.

★ BOE, Nils W., LCDR, USN, serving in Fighter Squadron 193 on 23 Jun 1952.

★ BROWN, Earl E., ADC, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 14 Jan 1951.

★ BROWN, Frederick J., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

★ CLAPP, Atlee F., LT, USN, serving in Composite Squadron 35 on 1 May 1951.

★ DENTON, William Jr., CDR, USN, serving in Air Group 19 on 23 and 24 Jun 1952.

★ ENGLISH, Addison R., LT, USN, serving in Composite Squadron 35 on 1 May 1951.

★ GRAY, Paul N., CDR, USN, serving in Fighter Squadron 54 on 29 Oct 1951.

★ KEEFE, William J., Jr., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

★ SWEENEY, John, CDR, USN, serving in Fighter Squadron 191 on 23 Jun 1952.

★ THELEN, Robert H., LT, USN, serving

in Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.

★ WHITTEMORE, John B., LTJG, USN, serving in Attack Squadron 195 on 1 May 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BEINKEN, Clifford R., ENS, USNR, for saving the life of a crew member of a patrol plane during a night flight in the vicinity of Timbakion, Crete, on 3 Oct 1953.

★ RANGLES, Dale E., MMC, USN, for rescuing a man from drowning at the Naval Recreation Beach, Imperial Beach, San Diego, Calif., on 24 Jun 1953.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ALEXANDER, Jack C., BMC, USN, serving in *uss Helena* (CA 75) from 24 Apr to 21 Nov 1951. Combat "V" authorized.

★ ALLEN, Thomas R., LTJG, USN, CO of *uss Waxbill* (AMS 39) on 13 and 14 Oct 1952. Combat "V" authorized.

★ ANDRASKI, Peter, HM1, USN, serving with a Marine Infantry Battalion on 23 Apr 1951. Combat "V" authorized.

★ ANTHONY, James O., Jr., LCDR, USNR, CO of Fighter Squadron 783 from 31 May to 28 Nov 1951. Combat "V" authorized.

★ APPLETON, Charles K., HM2, USN, serving with a Marine Infantry battalion from 2 to 29 Mar 1951. Combat "V" authorized.

★ ASHLEY, Archie C., HM2, USN, serving with a Marine Infantry Company on 21 Sep 1950. Combat "V" authorized.

★ AUSTIN, Henry E., LCDR (then LT) CHC, USN, serving with a Marine Infantry Battalion from 10 Mar to 4 Apr 1951. Combat "V" authorized.

★ BAKER, Robert E., CAPT, MC, USN, serving in *uss Consolation* (AH 15) from 16 Aug to 15 Oct 1950.

★ BALCH, John B., CDR, USN, serving in *uss Helena* (CA 75) from 8 Jun to 27 Nov 1952. Combat "V" authorized.

★ BALL, Harry E., Jr., HN, USN, attached to a Marine Infantry Company on 19 Sep 1951. Combat "V" authorized.

★ BARHAM, John T., LT, SC, USN, serving in Fleet Activities, Sasebo, Japan, from 27 Jun 1950 to 3 Nov 1951.

★ BARRY, Garret P., IIM2, USN, at-

tached to a Marine Infantry Company on 14 and 15 Sep 1951. Combat "V" authorized.

★ BEASLEY, Harold G., BM1, USNR, serving in *uss New Jersey* (BB 62) from May to November 1951. Combat "V" authorized.

★ BEDE, John A., HM3, USN, attached to a Marine Infantry Company on 17 Sep 1951. Combat "V" authorized.

★ BENTLEY, Paul E., IIMC, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ BERNARDINI, Robert J., HN, USNR, serving in a Marine Infantry Company on 23 and 24 Apr 1951. Combat "V" authorized.

★ BERRY, Charles A., CDR, USN, CO of *uss Wiltsie* (DD 716) from 6 Nov 1951 to 15 May 1952. Combat "V" authorized.

★ BITTING, Frederiek E., LCDR, USN, serving in *uss Charles S. Sperry* (DD 697) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ BOLDUC, Alfred G., LCDR, USN, serving in *uss Essex* (CVA 9) on 16 Sep 1951.

★ BOYNTON, Maek M., LT, USN, member of Underwater Demolition Team Three from 12 to 24 Dec 1950 and from 29 Apr to 4 May 1951. Combat "V" authorized.

★ BREWER, Cleon A., LCDR, USN, serving in *uss Helena* (CA 75) from 8 Jun to 27 Nov 1952. Combat "V" authorized.

★ BROWN, Robert B., CAPT, MC, USN, serving in *uss Repose* (AH 16) from 20 Sep 1950 to 12 Jul 1951.

★ BRUNDRETT, William R., AD3, USN, serving in Attack Squadron 115 on 21 May 1952.

★ BURLEY, Thomas G., Jr., CDR, USN, CO of *uss Bausell* (DD 845) from 15 Jul to 7 Nov 1952. Combat "V" authorized.

★ BUSH, Robert M., GM1, USN, serving in *uss Helena* (CA 75) from 24 Apr to 21 Nov 1951. Combat "V" authorized.

★ CALHOUN, Henry H., LCDR, USN, serving on the staff of Commander, Naval Forces, Far East, from 8 Jul 1950 to 20 Nov 1951.

★ CARLISLE, Geoffrey E., CDR, USN, serving with a Marine Division from 16 Jun to 15 Dec 1951. Combat "V" authorized.

★ CHACE, James F., LCDR (then LT), USNR, commander of an Underwater Demolition Team Detachment from 30 Apr to 4 May 1951. Combat "V" authorized.

★ CHAPMAN, George H., Jr., CDR, USN, CO of *uss Perkins* (DDR 877) from 22 Mar to 16 May 1951. Combat "V" authorized.

★ CHAPMAN, Raymond C., HN, USN, (posthumously), serving in a Marine Infantry Company on 19 Aug 1952. Combat "V" authorized.

★ CLARK, R. W., CDR, USN, CO of

uss Rogers (DDR 876) from 15 Mar to 27 May 1951.

★ CLARRY, Bernard A., CDR, USN, serving in *uss Helena* (CA 75) from 29 Jun to 21 Nov 1951. Combat "V" authorized.

★ CLELAND, Cook, LCDR, USNR, CO of Fighter Squadron 653 from 4 Dec 1951 to 10 Jun 1952. Combat "V" authorized.

★ COCHRAN, Jerald F., BM1, USNR, coxswain of an LCM on 29 Nov 1951. Combat "V" authorized.

★ COE, Carl W., LT, USN, CO of *uss Redstart* (AM 378) from 29 Apr 1951 through February 1952. Combat "V" authorized.

★ COHEN, Ruth M., LT, NC, USN, serving in *uss Haven* (AH 12) from 21 Sep 1950 to 12 Jul 1951.

★ COLE, Walter C., LCDR, USN, CO of *uss William Seiverling* (DE 441) from 6 Jul to 6 Nov 1951. Combat "V" authorized.

★ CONKEY, George L., CDR, USN, serving in *uss Helena* (CA 75) from 8 Jun to 27 Nov 1952. Combat "V" authorized.

★ COYL, Edwin B., CAPT, MC, USN, serving in *uss Repose* (AH 16) from 26 Aug 1950 to 12 Jul 1951.

★ CROWLEY, John D., CAPT, USN, serving on staff of Commander Seventh Fleet from 28 Mar 1951 to 3 Mar 1952. Combat "V" authorized.

★ CUTTS, Robert E., CDR, USN, on the staff of Commander Cruiser Division Three from 6 Jun to 25 Nov 1952. Combat "V" authorized.

★ D'ALFONSO, Victor, IIM3, USN, serving with a Marine Artillery Battery on 8 Dec 1951. Combat "V" authorized.

★ DELETH, Russell E., ET3, USN, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ DICKSON, Donald J., HM3, USNR, serving with a Marine Infantry Company on 29 May 1951. Combat "V" authorized.

★ DORAN, William K., LTJG, USNR, serving in *uss Douglas H. Fox* (DD 779) during May 1952. Combat "V" authorized.

★ DOW, Robert L., LTJG, MC USNR, serving with a Marine Infantry Battalion from 5 Jan to 17 Jul 1951. Combat "V" authorized.

★ ELLIS, Walter J., LCDR, USN, serving on the Staff of Commander Naval Forces, Far East from 27 Jun 1950 to 4 Jun 1952. Combat "V" authorized.

★ EMPIFIELD, James R., HN, USN (posthumously), serving in a Marine Infantry Company on 22 Nov 1952. Combat "V" authorized.

★ ENGLER, Clifford W., LT, USN, serving in *uss Rochester* (CA 124) from 26 Jun 1950 to 9 Jan 1951. Combat "V" authorized.

★ ERKE, Robert F., SA, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

BOOKS:

LOTS OF INTERESTING VOLUMES ARE ON WAY TO NAVY READERS

A LIBERAL SUPPLY of salty tales is finding its way to Navy libraries ashore and afloat. Here are reviews of some of the latest books chosen by the BuPers library staff:

• *The Great Iron Ship*, by James Dugan; Harper and Brothers.

Almost a century ago, Isambard Kingdom Brunel — known as the “Little Giant”—finally succeeded in launching the so-called “mother” of modern ocean liners — the *Great Eastern*.

The huge iron vessel had a length of 692 and a beam of 120 feet. She would have been too wide for today's Panama Canal; she was too deep for the Suez Canal of her time.

Great Eastern's career was incredible from start to finish. It took months to launch the ship once she was completed. And the launching cost some \$5000 a foot (to move her into the water). The launching also cost several lives.

During the course of her activities, she managed — among other

things — to sink or damage 10 vessels, kill her designer and 34 others, cause 13 lawsuits, log four mutinies, drown her first skipper and lay the Atlantic cable. She wound up as a floating circus.

Today's Navymen will enjoy reading about sea-going behemoth of another year, a forerunner of such ships as the *Queen Mary*, the *SS United States*. It's got lots of illustrations.

★ ★ ★

• *Away All Boats*, by Kenneth Dodson; Little Brown and Company.

Novels about World War II are still rolling off the presses quite regularly. This one has to do with a mythical attack transport vessel, *USS Belinda*, and the Pacific campaign—from Makin to Kwajalein, Saipan, Angaur, Lingayen Gulf and Okinawa.

LT. Dave MacDougall is the yarn's central character. As *Belinda* steams from adventure to adventure and until she's finally knocked out by a Kamikaze at Okinawa, Mac is around — first as boat group commander during practice landings, then as navigator, exec and, finally, CO. Along with Mac there are a hundred or more characters, including Captain Hawks and his monkey, “Chipchee,” Quigley, and Ryan, the stowaway who wanted to avenge his brother's death at Pearl Harbor.

Action and adventure are the order of the day in this novel, however. Little space is devoted to character delineation.

If you've ever hit a beach under fire, then Dodson's book will bring back memories by the dozen. If you haven't, it'll give you a pretty fair idea of how things were.

The author has spent most of his life at sea—as a merchant mariner and, during the second world war, as an officer in *USS James R. Pierce* (DD 753). There's lots of salt in this book—more than enough to commend it to Navy readers.

★ ★ ★

• *Of Whales and Men*, by R. B. Robertson; Alfred A. Knopf.

During 1950-51, Dr. Robertson acted as senior medical officer of a large whaling expedition to the Ant-

arctic. He sailed with the fleet for eight months, covering 48,000 miles. *Of Whales and Men* is his account of the adventures that befell the more than 12,000 whalers.

Mixed in with his medical and psychiatric experiences are the doctor's observations of whaling as a profession and whaling men as a “breed.” He skillfully describes the rigid social strata whalers observe. He captures the excitement and thrills of the chase and follows through with a good account of the operations of the modern “factory ship” on which whales are processed.

★ ★ ★

• *Bhowani Junction*, by John Masters; Viking Press.

The setting of this novel—one of the best to come along so far this year—is modern India, shortly before she gained her independence from Great Britain.

It is a crucial period in India's history. The country is struggling for independence. Patriots are fighting among themselves for what they believe to be right. And there is the ever-present Communist threat.

During this turbulent period, we find Victoria Jones, an Anglo-Indian, home after a stay in Delhi picking up the threads of her romance with Patrick Taylor, railway official.

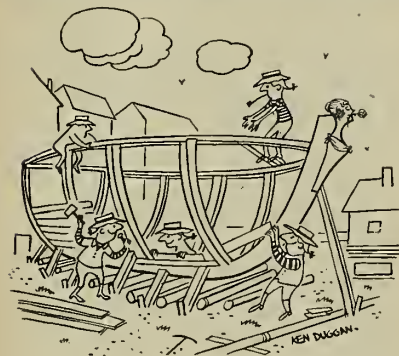
Terrorism in the area—caused by Communists and misguided patriots —brings about the arrival of Lieutenant Colonel Rodney Savage and his Gurkha battalion. Victoria, a subaltern in the British WAC, is ordered to assist Savage in the effort to stop the uprisings and sabotage.

It isn't long before there is a running feud between Taylor and Savage. There is a romantic interlude between Victoria and the Indian, Ranjit, who later becomes a Congress party leader. Victoria is torn between the emotional pulls of her Anglo-Indian heritage.

Masters uses an interesting device to tell his story. The three main characters act as narrators in turn—starting with Taylor, then Victoria, then Savage and finally reverting, briefly, to Taylor.

This is the sort of book which can be read with two “approaches.” To some, for example, it will be a romantic novel with suspense and plenty of excitement. To others, it will be a fictionalized account of India's “awakening.” Either way it makes for good reading.

SONGS OF THE SEA



Alabama

When the Alabama's keel was laid,
Roll, Alabama, roll!

They laid her keel at Birkenhead,
Oh, roll, Alabama, roll!

Oh, she was built in Birkenhead,

Built in the yard of Jonathan Laird,

Away down the Mersey she rolled one day,

And across the “Western” she ploughed
her way.

—Old Sea Chanty



SOUND BEATS SUBS-1918

SUB CHASERS IN WORLD WAR I

They were only thin-skinned, wooden-hulled ships and they bounced around like a cork in a bathtub, but they had what the U-boats feared most—"underwater ears." A first-hand account of the sub chasers by RADM William S. Sims, USN.

During the first World War, the Allies tried several ways of combating the German submarine menace. They threw a protective ring of destroyers around convoys, they laid minefields at the entrances of vital harbors, they sent to sea "mystery ships" whose merchant lines disguised the fact that they packed guns enough to blow an unsuspecting sub out of the water.

In varying degrees, all these methods were effective. However, to each action there is usually a reaction, and the close guarding of the convoys was no exception.

When the destroyer screens made it tough for the U-boats to attack convoys in mid-ocean, the subs shifted their operations to off-shore waters.

The Allies counteracted this move with a new weapon—the subchaser. A subchaser in those days was only 110 feet of wooden hull but it carried within its thin sides a hydrophone, a sort of "Model T" of today's sonar anti-submarine detection systems.

This was listening equipment with nowhere near the efficiency of the echo ranging systems of today but the old "K-Tube" could pick up the sound of a large vessel up to 20 miles away while the "C-Tube" could hear underwater

noises at shorter distances. Both also gave their operator a fair determination of the direction of contact.

As soon as these subchasers were ready for action, the U. S. Navy dispatched them to two trouble spots: the coast of England and the Mediterranean. By June 1918, 36 of the ships were operating off England and a similar number were operating in the Strait of Otranto where the Adriatic Sea meets the Mediterranean.

Here is the story of the wooden subchasers—their methods of operation, primitive by today's standards, and a couple of their successes—as told in his own words by a man who saw them in action, Rear Admiral William S. Sims, USN, the commander of American naval forces in European waters during World War I.

BY THE TIME that Captain Cotten's squadron began work [Cotten commanded the first squadron of SCs to reach England] the hunting tactics which had been

From *The Victory at Sea* by Rear Admiral William S. Sims, USN, Commander of American naval forces operating in European waters during the Great War, in collaboration with Burton J. Hendrick, Doubleday, Page and Co., Garden City, New York, 1920. Printed by permission of the copyright owner.

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developed during their training at New London had been considerably improved.

Their procedure represented something entirely new in naval warfare. Since the chasers had to depend for the detection of the foe upon an agency so uncertain as the human ear, it was thought to be necessary, as a safeguard against error, and also to increase the chances of successful attack, that they should hunt in groups of at least three.

The fight against the submarine, under this new system, was divided into three parts—the search, the pursuit, and the attack. The first chapter included those weary hours which the little group spent drifting on the ocean, the lookout in the crow's nest scanning the surface for the possible glimpse of a periscope, while the trained listeners on deck, with strange little instruments which somewhat resembled telephone receivers glued to their ears, kept constantly at tension for any noise which might manifest itself under water.

It was impossible to use these listening devices while the boats were under way, for the sound of their own propellers and machinery would drown out any other disturbances. The three little vessels therefore drifted abreast—at a distance of a mile or two apart—their propellers hardly moving, and the decks as silent as the grave; they formed a new kind of fishing expedition, the officers and crews constantly held taut by the expectation of a "bite."

The middle chaser of the three was the flagship and her most interesting feature was the so-called plotting room. Here one officer received constant telephone reports from all three boats, giving the nature of the sounds, and, more important still, their directions. He transferred these records to a chart as soon as they came in, rapidly made calculations, and in a few seconds he was able to give the location of the submarine. This process was known as "obtaining a fix."

The point at which these lines of bearing cross is the "fix;" it shows the spot in the ocean where the submarine was stationed when the sound was first detected. If three observations, made independently, agree in locating the enemy at this point, the commanding officer may safely assume that he is not chasing a will o' the wisp.

But this "fix" is merely the location of the submarine at the time when it was first heard. In the great majority of cases, however, the submerged vessel is moving; so, rapidly as the men in the plotting room may work, the German has advanced beyond this point by the time they have finished their calculations.

The subchasers, which have been drifting while these

observations were being made, now start their engines at full speed, and rush up to the neighborhood of their first "fix." Arrived there, they stop again, put over their tubes, and begin listening once more.

The chances are now that the noise of the submarine is louder; the chasers are getting "warmer." It is not unlikely, however, that the direction has changed, for the submarine, which has listening devices of its own—though the German hydrophones were decidedly inferior to the American—may have heard the subchasers and may be making frantic efforts to elude them. But changing the course will help it little, for the listeners easily get the new direction, and send the details to the plotting room, where the new "fix" is obtained in a few moments.

Thus the chasers keep inching up to their prey; at each new "fix" the noise becomes louder, until the hunters are so near that they feel justified in attacking. Putting on full speed, all three rush up to the latest "fix," drop depth charges with a lavish hand, fire the "Y" howitzers, each one of which carries two depth charges, meanwhile manning their guns on the chance that the submarine may decide to rise to the surface and give battle.

In many of these hunts a destroyer accompanies the subchasers, always keeping at a considerable distance, so that the noise of its propellers will not interfere with the game; once the chasers determine the accurate "fix," they wire the position to this larger ship, which puts on full steam and dashes with the speed of an express train to the indicated spot to add ten or a dozen depth charges to those deposited by the chasers.

Such were the subchaser tactics in their perfection; yet it was only after much experience that the procedure began to work with clock-like regularity. At first the new world under the water proved confusing to the listeners at the tubes. This watery domain was something entirely new in human experience.

When Dr. Alexander Bell invented his first telephone an attempt was made to establish a complete circuit by using the earth itself; the result was that a conglomerate of noises—moanings, shriekings, howlings, and humming sounds—came over the wire, which seemed to have become the playground of a million devils. These were the noises, hitherto unknown, which are constantly being given out by Mother Earth herself.

And now it was discovered that the under ocean, which we usually think of as a silent place, is in reality extremely vocal. The listeners at the C- and K-tubes heard many sounds in addition to the ones which they were seeking. On the K-tubes a submarine running at full speed was audible from fifteen to twenty miles, but louder noises could be heard much farther away. The day might be bright, the water quiet, and there might not be a ship anywhere within the circle of the horizon, but suddenly the listener at the tube would hear a terrific explosion, and he would know that a torpedo, perhaps forty or fifty miles distant, had blown up a merchantman, or that some merchantman had struck a mine.

Again he would catch the unmistakable "chug! chug! chug!" which he learned to identify as indicating the industrious and slow progress of a convoy of twenty or thirty ships. Then a rapid humming noise would come along the wire; that was the whirling propeller of a destroyer. A faint moan caused some bewilderment at first; but it was ultimately learned that this came from a wreck, lying at the bottom, and tossed from side to side by the current; it sounded like the sigh of a ghost,

TYPICAL sub chasers like SC 49 were only 110 feet long.



and the frequency with which it was heard told how densely the floor of the ocean was covered with victims of the submarines.

The larger animal life of the sea also registered itself upon the tubes. Our listeners, after a little training, could identify a whale as soon as the peculiar noise it made in swimming reached the receivers. At first a school of porpoises increased their perplexities. The "swish! swish!" which marked their progress so closely resembled the noise of a submarine that it used to lead our men astray.

But practice in this game was everything; after a few trips the listener easily distinguished between the porpoise and the submarine, though the distinction was so fine that he had difficulty in telling just how he made it. In fact, our men became so expert that, out of the miscellaneous noises which overwhelmed their ears whenever the tubes were dropped into the water they were able almost invariably to select that of the U-boat.

In many ingenious ways the chasers supplemented the work of other anti-submarine craft. Destroyers and other patrol boats kept track of the foe pretty well so long as he remained on the surface; the business of the chaser was to find him after he had submerged. The Commander-in-Chief on shore sometimes sent a radio that a German had appeared at an indicated spot, and disappeared beneath the waves; the chasers would then start for this location and begin hunting with their listeners.

Aircraft which sighted submarines would send similar messages; convoys that had been attacked, individual ships that had been torpedoed, destroyers which had spotted their prey, only to lose track of it as soon as it submerged, would call upon the chasers to take up the battle where they had abandoned it.

As long as the chasers operated in the waters which I have indicated, those between Start Point and Lizard Head, they "got" no submarine; the explanation was simple, for as soon as the chasers and British hunting vessels became active here, the Germans abandoned this field of operations. This was the reason that the operative area of the Plymouth detachment was extended. Some of the chasers were now sent around Land's End and up to the north Cornish coast, where colliers bound from Wales to France were proving tempting bait for the U-boats; others operated farther out to sea, off the Scilly Islands and west of Brest. In these regions their contacts with the submarine were quite frequent.

There was no U-boat in the German Navy which the Allied forces were so ambitious to "get" as the U-53. It was this submarine, it will be recalled, which had suddenly paid a ceremonious visit to Newport, R. I., in the autumn of 1916, and which, on its way back to Germany, had paused long enough off Nantucket to sink half a dozen British cargo ships. It was the same submarine which sank our own destroyer, the *Jacob Jones*, by a chance shot with a torpedo. Thus Americans had a peculiar reason for wishing to see it driven from the seas.

About the middle of August, 1918, we discovered that the U-53 was operating in the Atlantic about 250 miles west of Brest. At the same time we learned that two German submarines were coming down the west coast of Ireland. We picked up radio messages which these three boats were exchanging; this made it quite likely that they proposed to form a junction west of Brest and attack American transports which were then sailing to France in great numbers.

Here was an opportunity for the subchasers. The distance—250 miles to sea—would be a severe strain upon their endurance, but we assigned four hunting units, twelve boats in all, to the task, and also added to this contingent the destroyers *Wilkes* and *Parker*. On the morning of September 2nd one of these subchaser units picked up a suspicious sound. A little later the lookout on the *Parker* detected on the surface an object that looked like a conning tower, with an upright just forward which seemed to be a mast and sail; as it was the favorite trick of the U-53 to disguise itself in this way, it seemed certain that the chasers were now on the track of this esteemed vessel.

When this mast and sail and conning tower suddenly disappeared under the water, these suspicions became still stronger. The *Parker* put on full speed, found an oilslick where the submarine had evidently been pumping its bilges, and dropped a barrage of sixteen depth charges. Had these injured the submarine? Under ordinary conditions there would have been no satisfactory answer to this question; but now three little wooden boats came up, advanced about 2000 yards ahead of the *Parker*, stopped their engines, put over their tubes, and began to listen. In a few minutes they conveyed the disappointing news to the *Parker* that the depth charges had gone rather wild, that the submarine was still steaming ahead, but that they had obtained a "fix" of its position.

But the U-53, as always, was exceedingly crafty. It knew that the chasers were on the trail; its propellers were revolving so slowly that almost no noise was made; the U-boat was stealthily trying to throw its pursuers off the scent. For two and a half hours the chasers kept up the hunt, now losing the faint noise of the U-53, now again picking it up, now turning in one direction, then abruptly in another. Late in the afternoon, however, they obtained a "fix," which disclosed the welcome fact that the submarine was only about 300 yards north of them. In a few minutes four depth charges landed on this spot.

When the waters had quieted, the little craft began listening. But nothing was heard. For several days afterward the radio operators could hear German submarines calling across the void to the U-53, but there was no answer to their call. Naturally, we believed that this long-sought enemy had been destroyed; about a week later, however, our radios caught a message off the extreme northern coast of Scotland, from the U-53 telling its friends in Germany that it was on its way home. That this vessel had been seriously damaged was evident, for it had made no attacks after its experience with the subchasers; but it apparently had as many lives as a cat, for it was able, for all its battered condition, to creep back to Germany around the coast of Scotland, a voyage of more than a thousand miles. The subchasers, however, at least had the satisfaction of having ended the active career of this boat.

On the morning of September 6th three subchaser units, under the command of Ensign Ashley D. Adams, U.S.N.R.F., were listening at a point about 150 miles west of Land's End. At about eleven-thirty two of these units detected what was unquestionably the sound of a submarine. Moreover, the usual "fixes" disclosed that the enemy was close at hand; so close that two of the units ran up and dropped their charges. This first attack produced no result on the submarine.

However, for two hours Ensign Adams's division kept closely on the heels of the quarry, now stopping to obtain

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a "fix," now running full speed to catch up with the fleeing prey. At one o'clock the plotting room reported that the submerged boat was just about a hundred yards ahead. The three chasers laid barrages according to pattern, and the three "Y" guns shot their depth charges; the region of the "fix" was so generously sowed with these bombs that it seemed an impossibility that the German could have escaped.

As soon as the tumult quieted down, the chasers put out their tubes and listened. For twenty minutes not a sound issued from the scene of all this activity. Then a propellor was heard faintly turning or attempting to turn. The noise this time was not the kind which indicated an effort to steal away furtively; it conveyed rather the impression of difficulty and strain.

There was a slight grating and squeaking such as might have been made by damaged machinery. This noise lasted for a few seconds and then ceased. Presently it started up again and then once more it stopped.

The submarine was making a little progress, but fitfully; she would go a few yards and then pause. A slight wake now appeared upon the surface, such as a submerged U-boat usually left when the water was calm; the listeners at the tube were pleased to note that the location of this disturbance coincided precisely with their "fix," and thus, in a way, confirmed their calculations.

One of the subchasers promptly ran ahead and began to drop depth charges on this wake. There was not the slightest doubt that the surface boat was now directly on top of the submarine. After one of the depth charges was dropped, a black cylindrical object, about thirty inches long, suddenly rose from the depths and jumped sixty feet into the air; just what this unexpected visitant was no one seems to know, but that it came from the hunted submarine was clear.

Under such distressing conditions the U-boat had only a single chance of saving itself; when the water was sufficiently shallow—not deeper than three hundred feet—it could safely sink to the bottom and "play dead," hoping that the chasers, with their accursed listening devices, would tire of the vigil and return to port. A submarine, if in very good condition, could remain silently on the bottom for two or three days.

The listeners on the chaser tubes presently heard sounds which suggested that their enemy was perhaps resorting to this maneuver. But there were other noises which indicated that possibly this sinking to the bottom was not voluntary. The listeners clearly heard a scraping and a straining as though the boat was making terrific attempts to rise. There was a lumbering noise, such as

might be made by a heavy object trying to drag its hulk along the muddy bottom; this was followed by silence, showing that the wounded vessel could advance only a few yards.

A terrible tragedy was clearly beginning down there in the slime of the ocean floor; a boat, with twenty-five or thirty human beings on board, was hopelessly caught, with nothing in sight except the most lingering death. The listeners on the chasers could follow events almost as clearly as though the inside of the U-boat could be seen; for every motion the vessel made, every effort that the crew put forth to rescue itself from this living hell, was registered on the delicate wires which reached the ears of the men on the surface.

Suddenly sharp metallic sounds came up on the wires. They were clearly made by hammers beating on the steel body of the U-boat.

"They are trying to make repairs," the listeners reported.

If our subchasers had had any more depth charges, they would have promptly put these wretches out of their misery, but they had expended all their ammunition. Darkness was now closing in; our men saw that their vigil was to be a long one; they sent two chasers to Penzance, to get a new supply of bombs, and also sent a radio call for a destroyer.

The spot where the submarine had bottomed was marked by a buoy; lanterns were hung out on this buoy; and two units of chasers, six boats in all, prepared to stand guard. At any moment, of course, the struggling U-boat might come to the surface, and it was necessary to have forces near by to fight or to accept surrender.

At three o'clock in the morning a British destroyer arrived and presently the two chasers returned from Penzance with more ammunition. Meanwhile, the weather had thickened, a fog had fallen, the lights on the buoy had gone out, and the buoy itself had been pulled under by the tide. The watching subchasers were tossed about by the weather, and lost the precise bearing of the sunken submarine.

When daylight returned and the weather calmed down the chasers again put over their tubes and attempted to "fix" the U-boat. They listened for hours without hearing a sound; but about five o'clock in the afternoon a sharp piercing noise came ringing over the wires. It was a sound that made the listeners' blood run cold.

Only one thing in the world could make a sound like that. It was the crack of a revolver. The first report had hardly stilled when another shot was heard; and then there were more in rapid succession.

The listeners on two different chasers heard these pistol cracks and counted them; the reports which these two men independently made agreed in every detail. In all, twenty-five shots came from the bottom of the sea. As there were twenty-five to thirty men in a submarine crew the meaning was all too evident. The larger part of the officers and men, finding themselves shut tightly in their coffin of steel, had resorted to that escape which was not uncommonly availed of by German submarine crews in this hideous war. Nearly all of them had committed suicide.

Meanwhile, our subchaser detachment at Corfu was performing excellent service.

I have already referred to the sea-going abilities of the subchasers; but the feat accomplished by those that made the trip to Corfu was the most admirable of all. These

AN SC, on duty in European waters, has her hull painted.





VICTORIOUS after a tour of European duty during World War I, U. S. subchasers enter New York Harbor in 1919.

thirty-six boats, little more than motor launches in size, sailed from New London to Greece—a distance of 6000 miles; and, a day or two after their arrival, began work on the Otranto Barrage (an elaborate defense system consisting of minefields, ships and nets).

The Otranto Strait was an ideal location for this type of anti-submarine craft. It was so narrow—about forty miles—that a force of moderate size could keep practically all of the critical zone under fairly close observation. Above all, the water was so deep—nearly 600 fathoms (3600 feet)—that a submarine, once picked up by the listening devices, could not escape by the method which was so popular in places where the water was shallow—that of sinking to the bottom and resting there until the excitement was over.

The several lines of patrolling vessels extended about thirty-five miles; they were vessels of several types, the whole making a formidable gauntlet, which the submarines had to run before they could get from the Adriatic to the Mediterranean. First came a line of British destroyers; it was their main duty to act as protectors and to keep the barrage from being raided by German and Austrian surface ships—a function which they fulfilled splendidly. Next came a line of trawlers, then drifters, motor launches, and chasers, the whole being completed by a line of kite balloon sloops. Practically all these vessels, British as well as American, were provided with the American devices; and so well did these ingenious mechanisms function that it was practically impossible for any submarine to pass through the Otranto barrage in calm weather without being heard. In fact, it became the regular custom for the enemy to wait for stormy weather before attempting to slip through this dangerous area.

From July, 1918, until the day of the armistice, our flotilla at this point kept constantly at work, and the reports of our commanders show that their sound contacts with the enemy were frequent. There were battles that unquestionably ended in the destruction of the submarines; just how much we had accomplished, however, we did not know until the Austrians surrendered and our officers came into touch with officers of the Austrian navy.

These men, who showed the most friendly disposition toward their American enemies, though they displayed the most bitter hostility toward their German allies, expressed their admiration for the work of our subchasers. These little boats, the Austrians informed us, were responsible for a mutiny in the Austrian submarine force. Two weeks after their arrival it was impossible to compel an Austrian crew to take a vessel through the straits, and from that time until the ending of the war not a single Austrian submarine ventured upon such a voyage.

All the submarines that essayed the experiment after this Austrian mutiny were German. And German crews, the Austrian officers said, did not enjoy the experience any more than their own. There was practically no case in which a submarine crossed the barrage without being bombed in consequence; the morale of the German crews steadily went to pieces, until, in the last month of the war, their officers were obliged to force them into the submarines at the point of a pistol. The records showed, the Austrian high officers said, that the Germans had lost six submarines on the Otranto barrage in the last three months of the war.

We have evidence that the American device on a British destroyer "got" one of these submarines. One dark night this vessel, equipped with a C-tube, had pursued a submarine and bombed it with what seemed to have been satisfactory results. However, I have several times called attention to one of the most discouraging aspects of anti-submarine warfare: that only in exceptional circumstances did we know whether the submarine had been destroyed.

This destroyer was now diligently searching the area of the battle, the listeners straining every nerve for traces of her foe. For a time everything was utterly silent; then, suddenly, the listener picked up a disturbance of an unusual kind. The noise rapidly became louder, but it was still something very different from any noise ever heard before.

The C-tube consisted of a lead pipe—practically the same as a water pipe—which was dropped over the side of the ship fifteen or twenty feet into the sea; this pipe contained the wires which, at one end, were attached to the devices under the water, and which, at the other end, reached the listener's ears. In a few seconds this tube showed signs of lively agitation. It trembled violently and made a constantly increasing hullabaloo in the ears of the listener.

Finally a huge German, dripping with water like a sea lion, appeared over the side of the destroyer and astounded our British Allies by throwing up his arms and shouting "Kamerad!" This visitant from the depths was the only survivor of the submarine which it now appeared had indubitably been sunk. He had been blown through the conning tower, or had miraculously escaped in some other way—he did not himself know just what had taken place—and while floundering around in the water in the inky darkness had, by one of those providences which happen so frequently in war time, caught hold of this tube, and proceeded to pull himself up hand-over-hand until he reached the deck!

In writing to our officers about this episode, the British commander said: "We have found a new use for your listening devices—salvaging enemy crewmen."

TAFFRAIL TALK

THE INK wasn't even dry on our March issue before we received an interesting sequel to a story printed that month.

Our story had predicted that a new flare system, designed by three Navymen at NAS Alameda, which warns pilots if they are making a "wheels up" landing, "might sometime save the life of a pilot or prevent the loss of an aircraft."

A few days after the installation of the system, D. J. Wyatt, AEAN, USN, spotted an F9F Panther with its port landing gear not in a fully extended position. He fired the flare. That afternoon R. L. Heck, ATAN, USN, noticed another F9F coming in,



this one with its nose gear only partially extended. He too fired a flare. In both cases the pilots took a wave-off and made a normal, safe landing on their second pass.

Four days later Thomas Tompkins, AA, USN, was watching a TBM start his take-off run when he noticed the red rudder batten still in place. Again the flare system was given a work out and the pilot brought his plane to a stop in time to avert a possible crash. Result: Another happy pilot.

Our guess is that A. H. Bossert, ADC, USN, R. C. Hanley, AE1, USN and A. S. Neto AM2, USN, are popular among the pilots out California way. The warning system in use was devised by these three gents.

★ ★ ★

How are you on tongue twisters? Here's a paragraph lifted from the rules and regulations of an Officers' Mess (written with tongue in cheek). It's true, too.

"There are times when the Open Mess is closed. This is especially noticeable when the Closed Mess is open. Again, there are times when the Open Mess is open, and the Closed Mess is open, too. Seldom, if ever, is the Closed Mess closed. The Closed Mess is open to some people and closed to others, while the Open Mess is open to the Closed Mess residents and others, too."

Even the typewriter had trouble with that one.

★ ★ ★

Did you know that the Navy runs a mail order house supplying women's clothing? Set up for WAVES on duty outside the U. S., the system provides a means for these gals to buy their uniforms by simply sitting down at a typewriter with a copy of BuSanda Manual. It saves money by doing away with the need of stocking too many sizes at smaller activities.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: POWER-PACKING battleships dwarf other vessels at Norfolk Naval Base. Six tugs ease USS New Jersey (BB 62) into her berth. At left is her 45,000-ton sister ship, USS Missouri (BB 63).

ALL HANDS



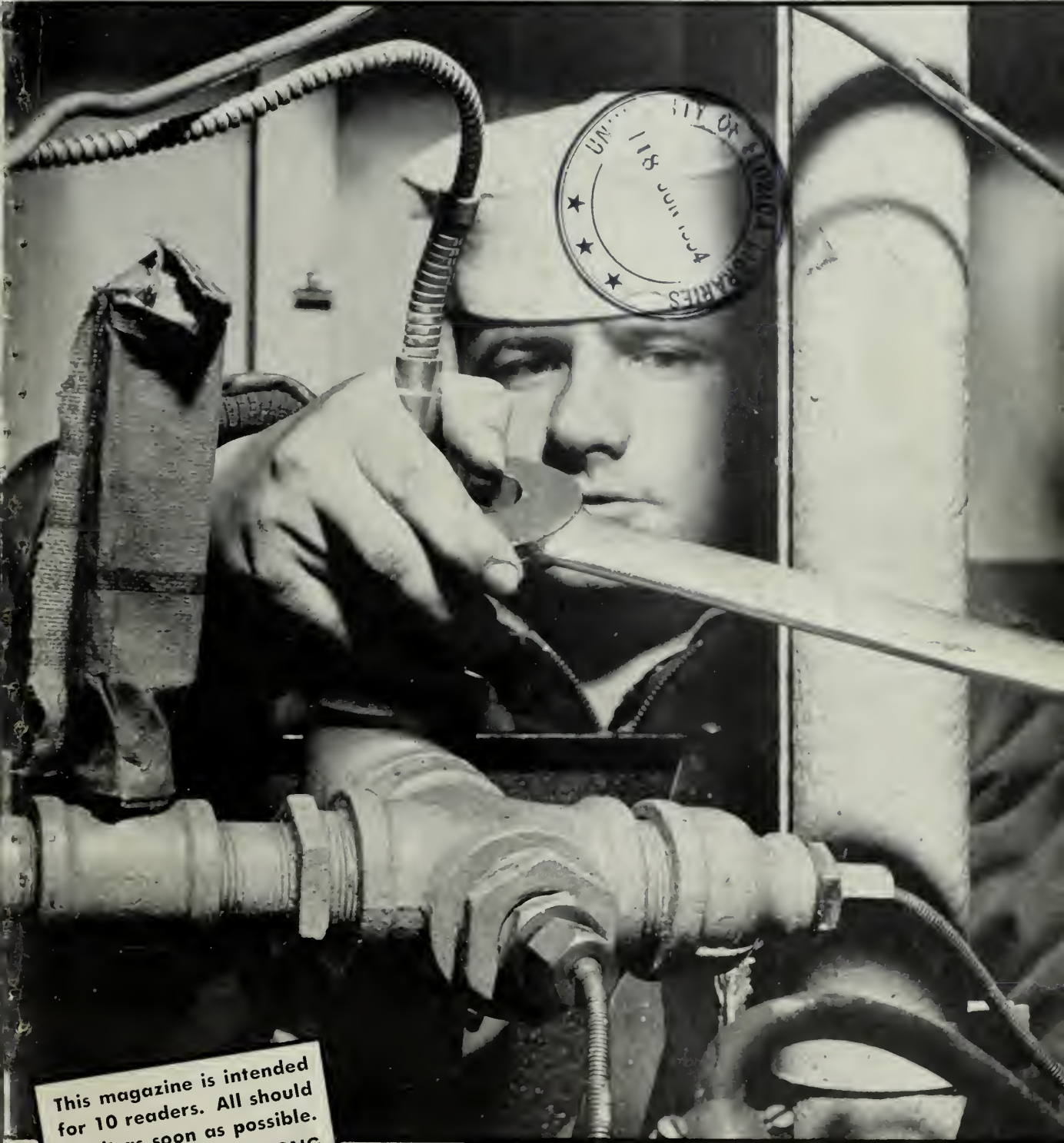


TEAMWORK

makes tough work easier

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
THIS COPY ALONG

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A416

JUNE 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1954

Navpers-O

NUMBER 448

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• **FRONT COVER:** FLATTOP CREWMAN—J. Zelum, AB1, USN, loosens slonge in the inert gas room of an aircraft carrier in Atlantic Reserve Fleet.

• **AT LEFT:** 'FISH-EYE VIEW' of a carrier: USS Boxer (CV 21), moored at Yokosuko, Japon, presents an imposing view. Photo by W. J. Larkins, PH2, USN.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





ONE OF MANY ships de-mothballed for Korean conflict, USS Iowa (BB 61) is shown bombarding east coast of Korea.

Your Navy's 'Other Fleet'

FROM THE FAR CORNERS of shipyards and from river anchorages around the country where they had lain idle, more than 500 ships of the Navy returned to the wars to meet the Korean emergency.

These were the ships of the Reserve Fleet, better known as the "Mothball Fleet." Warships and auxiliaries alike, they were pulled hurriedly back into service in the Operating Fleet to form the links in a

chain that stretched across the Pacific to the war-torn peninsula.

Depending upon the size of the ship, they could be—and were—stripped of their cocoons and made ready for action in from 30 to 90 days.

But now the tide of war in Korea has ebbed and many of the ships of the Reserve Fleet are ready to go back into "storage"—their mission accomplished—but standing by to be

called up again in the event of another emergency.

The deactivation of 50 Navy ships has already begun with the return of USS Quincy (CA 71) to the Pacific Reserve Fleet early in March. Other known categories to be mothballed include one battleship and one escort destroyer.

The primary objective of the Reserve Fleet program is to maintain and preserve vessels in order to pre-

SHIPS in Pacific Reserve Fleet early in 1951—including Iowa and USS Intrepid (CVA 11)—crowd San Francisco piers.



vent deterioration of the ship and its equipment. A secondary objective is the accomplishment of such repairs as are necessary to keep the vessel ready for service on short notice.

Age alone is not the controlling factor in determining the fitness of a ship or its further usefulness. In time of war a sound ship may still be useful, especially if she is modernized with improved guns and radar.

For example, the old heavy cruiser *USS Louisville* (CA 28), completed in 1930, as well as her three sister ships, are still kept in the mothball fleet because they can make speeds of up to 30 knots. These aging ships could, if necessary, be converted into guided missile ships, fast transports or to other uses at less than the cost of building a new ship for the job.

Today a new ship costs approximately three times as much as a similar ship did during World War II. A veteran warship can be preserved in the mothball fleet at a fraction of its replacement cost.

At the end of World War II, the Navy disposed of some of its older warships as scrap. Some were used as target ships in the Bikini atomic tests of mid-1946. Other Navy ships, still packing plenty of fighting power, were turned over in the mutual aid program to allied nations, to serve in defense of the democratic nations. Among the ships thus disposed of were 50 aircraft carriers, seven battleships, 15 heavy cruisers, 22 light cruisers, 12 destroyers and numerous landing craft. However, more than 2000 ships were "saved" in the Reserve Fleet.

Unlike the vessels that were taken out of reserve commission in 1917 and 1941, all of which were pretty much the worse for wear, the Reserve ships that were activated for the Korean war were in shipshape condition. The big reason behind their tip-top condition was the fact that the "mothballing" process today has reached the point where a vessel in the Reserve Fleet is just about as good as or better than it was when it was inactivated whereas the Reserve Fleet ships of 1917 and 1941 came out little more than rusted hulks.

Today a vessel in the Reserve Fleet that receives proper inactivation overhaul and preservation, or overhaul after inactivation, and which is maintained at the required standard of readiness, can be turned

over to the Active Fleet within 30 days after the ship's company reports on board.

When a ship first goes into mothballs, it is completely overhauled and then given what is called a "post repair trial." During this trial, it is taken out to sea for a few days to determine whether or not the repairs were satisfactory.

The next step is the "de-watering" process, during which the water is drained from the miles and miles of pipes. Then dry air is blown through the pipes and a rust preventive compound is fogged in to protect the pipes.

The greatest factor in the deterioration of metal ships is moisture. To counteract the humidity, the interiors of Reserve Fleet vessels are divided into zones. For example a cruiser is divided into three zones; a carrier is divided into eight. In each zone a dehumidification machine is installed, capable not only of removing the moisture from the air, but also from the paintwork and all equipment in the area.

The dehumidification machines are connected to eight electrically controlled stations in each zone. The machines at these stations automatically record the time, date, temperature and humidity on "adding machine" type paper.

The reports of these eight stations are fed to a master controller which

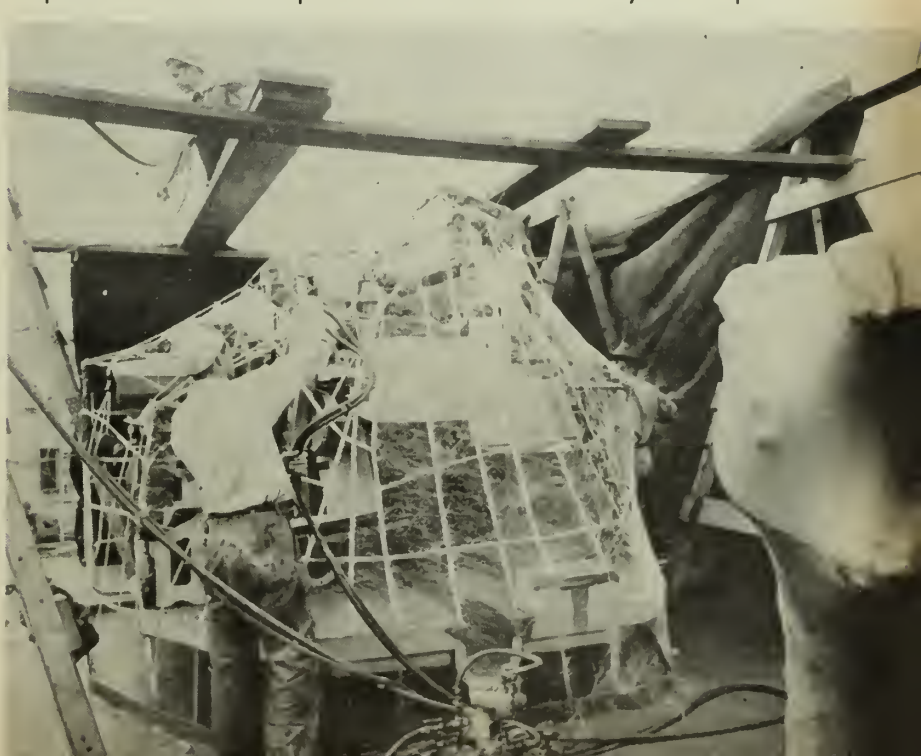


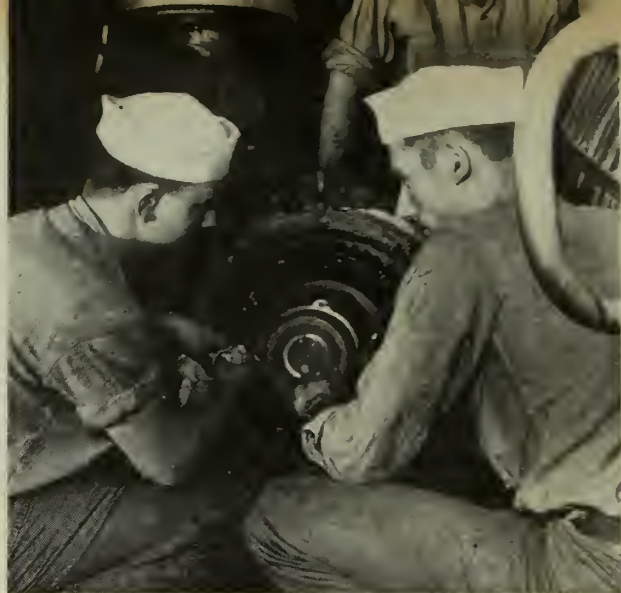
'HOOD' is lifted from gun mount on *USS White Marsh* (LSD 8). Many ships are now going back into mothballs.

takes an average humidity reading. If the average is over a predetermined amount, the dehumidification machine cuts in and runs until the average drops to the approved amount.

Once a week, a maintenance crew from the Reserve Fleet visits the ship and reads the tape reports from the master controller. If crewmen find that the dehumidification machine is running for abnormal periods (more than six to eight hours

PRESERVATION BY 'COCOON'—Plastic spray is used over tape 'network' to keep out moisture. These 'spider webs' are effective if they are not punctured.





SAILORS CHECK 16-inch rifle on USS New Jersey (BB 62) prior to the ship's recommissioning in 1950. Right: Navymen clean motor bearing on ship about to be mothballed. The metal parts will be coated with a thin film of rust preventive.

a day) they know that something is wrong in the zone. Each zone is completely sealed off. There is only one access to each zone, so it is not necessary to go out of the zone to find a "leak" or source of moisture that is causing a dehumidification machine to work overtime.

Another step in the mothballing process takes the ship into dry dock where the bottom is coated with anti-corrosive paint and all sea openings are blanked. The sea openings are

covered in such a way that in the event of activation a diver can remove the covers and it is not necessary to take the ship into dry dock. In like manner, the propellers and rudders are sealed with a "boot" that can also be removed by divers.

A full allowance of spare parts is stored aboard ship and the vessel is maintained at as close to 100 per cent readiness for sea duty as possible. However, ammunition, gasoline, and other perishable or danger-

ous substances are removed. A requisition is made out for all items that are removed from the ship, and this is put on file so that in the event of activation the requisition can be sent in immediately, serving as a catalogue of "missing parts."

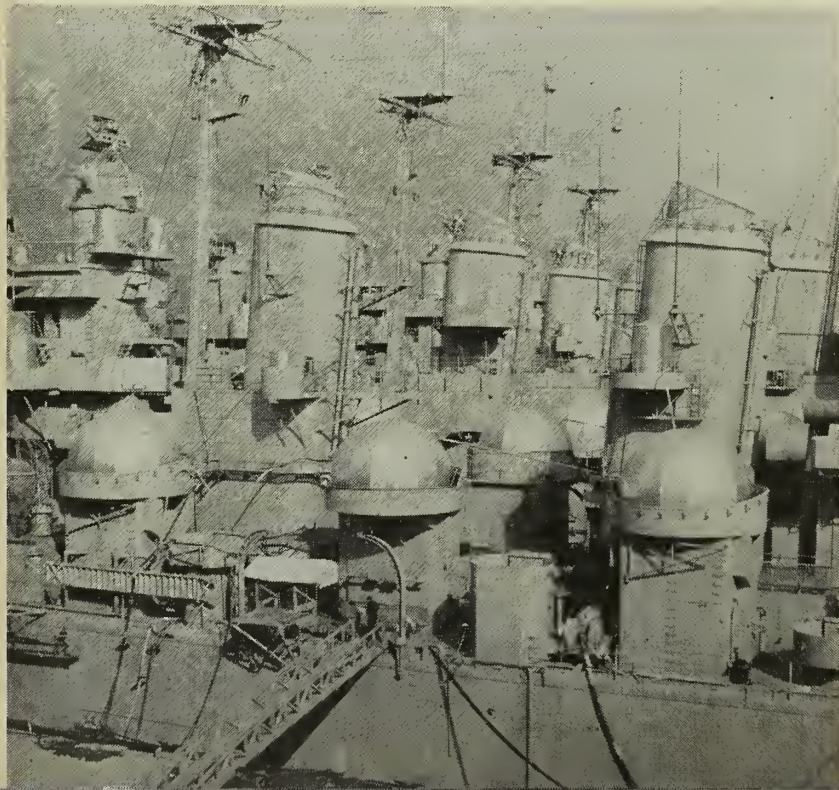
Everything readily movable is stored in the dehumidified zones, while guns, winches and other immovable equipment are placed under metal "igloos." These metal domes are placed over items like guns or winches and the area under the dome is dehumidified. Finally, these igloos are welded to the deck so that they are completely airtight.

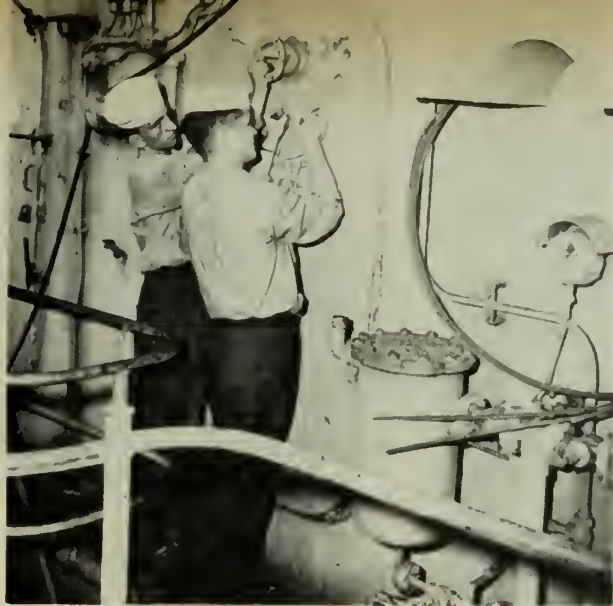
Another covering used for protecting topside equipment is the "plastic package." Equipment is encased in a plastic wrapping made by spinning a plastic "spider web" with a spray gun over a framework of strong tape. This plastic web is covered with another paint-like plastic which is moisture-proof. This process however, the Navy has found is not so effective in preserving equipment as the metal igloo because the plastic covering can be easily punctured. One little hole will let in moisture and destroy the preservation.

Through the process of "mothballing," the Navy has a number of just about every type of warship "stored away" in the various Reserve fleet groups — eight groups along the Atlantic and Gulf coasts and eight more on the Pacific coast.

These ships are maintained by Re-

RESERVE FLEET warships nestle together at Puget Sound Naval Shipyard. In an emergency or war, they can be put back into action in a very short time.





WEATHER TIGHT sheet metal seal is removed from bulkhead opening during reactivation of *USS Cabot* (CVL 28). Note dehumidification piping. Right: Members of activation team check and adjust electrical connections on gun director.

serve Fleet personnel. The number of men earing for the Reserve Fleet vessels averages out to about 10 men per ship.

Since Naval Reservists in time of mobilization play an important part in the activation of vessels in the event of an emergency, the Navy has a program to train them in this job. Certain Reservists who would help to form the nucleus of activation teams are given special training during their two-week training period each year on the various steps necessary to activate a ship.

When the Reserve officers and men arrive for their annual training they are screened as to their abilities and interests and assigned for training to their opposite numbers in the regular crews, for instruction on a departmental basis.

About one-half of their training consists of classroom lectures and films, acquainting them with the steps taken during inactivation. This training is followed by classes covering the steps which must be taken to return the ships to operating condition.

The Reserve training program calls for a detailed study of the activation of armament, machinery and equipment, organization of crews, plans for the loading of consumables and ammunition, inspecting, testing, adjusting and calibrating delicate equipment.

Reservists who would normally be assigned to deck, engineer, gunnery and supply departments are the ones

who will be most needed in the job of reactivation.

The on-the-job training varies according to a Reservist's specialty. For example, the fire controlman must familiarize himself with the "pickling" and reactivation of plotting rooms, IC instruments, gunnery equipment and wiring systems. He learns the location of blueprints,

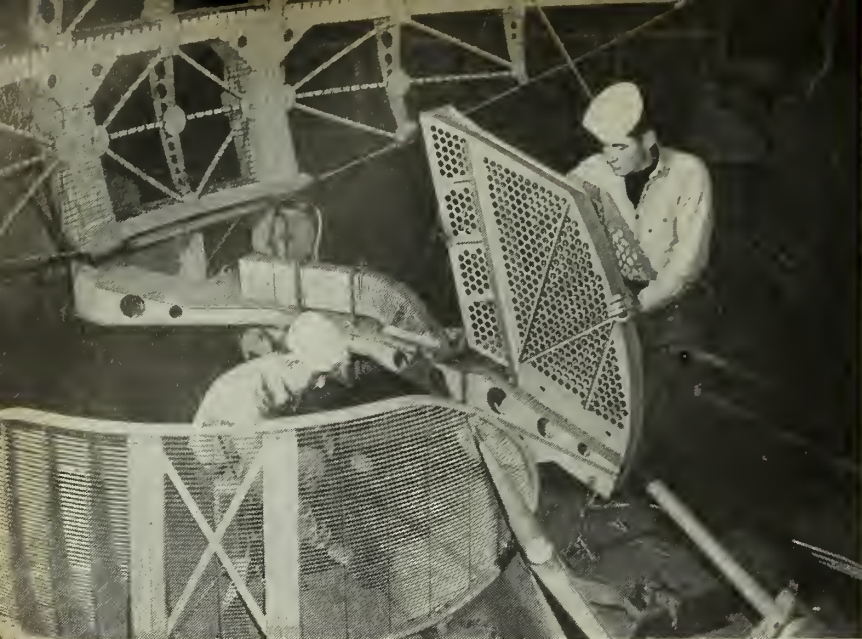
spare parts, inventories, allowance lists, records and check-off lists for his department.

An electrician learns the complicated job of gyro testing, details of complex motor windings and operation of the intricate dehumidification system which keeps the ship dry and rust free.

The quartermaster learns to clean

NAVY TUGS move *USS Iowa* from her Reserve Fleet berth for reactivation. More than 500 vessels were taken from 'zipper fleet' during Korean emergency.





SAILORS secure radar antennae during 'mothballing' of a carrier. Antennae are stowed inside expanded metal cage on hangar deck to prevent damage.

and adjust sextants and refreshes himself in chart correcting.

Should the time come when the Navy has to activate a number of additional ships the Reserve Fleet Commanders will call upon the "Activation-Instrument teams." These teams are composed of Reservists capable of starting activation of a ship in advance of the arrival of the ship's company and also qualified to instruct ship's company in the operation of the vessel's machinery and equipment. These A/I teams, as they are called, serve as underway instructors until it is determined by

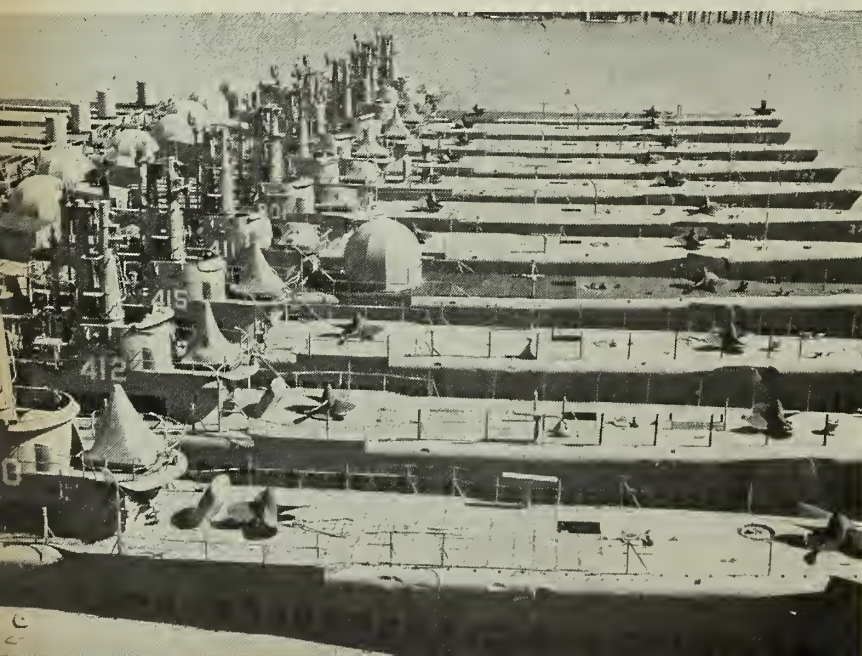
the Reserve Fleet Commander that the ship's new crew is competent to handle the vessel underway.

The activation process begins with the removal of all preservation measures and materials such as the metal igloos, plastic packages, dehumidification machines, preservative compounds, etc.

All machinery is cleaned and conditioned with any necessary repairs made. The "missing parts"—such as gasoline, ammunition and consumables—are ordered and stored on board.

After a substantial crew reports on

INACTIVATED submarines, members of Sub Group One, nestle together. Part of Mare Island's Reserve Fleet, many of the 'boats' took part in Korean conflict.



board, the following limited trials must be satisfactorily performed:

- In the main propulsion plants a run of at least one-hour duration at 80 per cent of the ship's full power revolution requirements is made. The actuated plants are steamed, and each boiler is operated for at least one hour at approximately 85 per cent of its rated capacity.

While proceeding at about 50 per cent of the full power revolution requirements, the engines are backed at two thirds of the designed full power astern and kept backing until the ship gathers sternboard.

During the propulsion trials each main propulsion auxiliary is operated in order to prove its ability to support the main plant.

- In auxiliary machinery, the anchor engine is tested by anchoring in 20 fathoms or more of water. The anchor is paid out and heaved in to test the effectiveness of the brake.

- To test the steering mechanism "figure eights" are made with full rudder while proceeding at 80 per cent of full power revolution requirements. The rudder is also shifted through full travel while the ship is moving slowly astern.

- The generators are tested.

- As far as the deck machinery is concerned the various cranes, winches, etc., are checked carefully to insure that they are operating satisfactorily.

- Ordnance equipment is also checked to see if it is in condition, but test firings are not required.

- Evaporators and all electronic equipment undergo thorough tests.

Submarines, in addition to the above check outs, also make a trim dive before they are turned over to the Operating Fleet.

Upon activation, each vessel is inspected by a board appointed by the Reserve Fleet Commander.

The ease and rapidity with which the ships of the Reserve Fleet can be activated and sent into action was demonstrated in the Korean conflict.

The part these ships played in the fighting proclaims the value of the Navy's mothball program.

If any further proof of the value of these ships is needed, one has only to consider that one-fourth of the Reserve Fleet was activated for duty in Korea. In the event of another emergency the U.S. Navy stands ready with its Reserve Fleet.—Ted Sammon.



COMBAT CAMERAMEN capture shell bursts on film. Right: Photographers on 'firing ship' get set to film action.

They Check the Accuracy of Your Gunnery

THE LONG LINE of destroyers followed the lead of the cruiser, each opening fire in turn. Near the target five men worked feverishly as splashes marked near misses. Those five men were members of a small group who call themselves the most shot at men in today's Navy. They were members of a Fleet Camera Party.

Week in and week out, photographers from both the Atlantic and Pacific Fleet Camera Parties lug their cameras from ship to ship, setting them up on the fantail of whichever ship is towing a target, and photograph the shell bursts of the rest of the Fleet.

The pictures they take are printed and studied. Then a report is made to the command doing the firing. As a result, a graphic record of the ship's gunnery skill, which leaves no room for doubt, is available. The entire procedure is technically known as "phototriangulation" and gives the most accurate recording of a ship's effectiveness during gunnery exercises.

Backbone of the camera parties are the enlisted photographers who lead a sea-gypsy life, jumping from ship to ship. Working in teams of nine, they answer every call for coverage of gunnery exercises. The nine-man team departs the home port with thousands of pounds of special equipment and scatters through the different ships of the Fleet.

During the exercises the team divides into three groups—two on the firing ship, two on the reference ship and five on the tow ship. This

gives three points of view of each shot and provides the triangle needed to give accurate proof of range and detail used in "phototriangulation."

When the firing ship shoots its first salvo at a target, the photographers on all three ships simultaneously record the shell's burst with their special cameras. Each succeeding salvo gets the same treatment.

When that ship has finished firing, the photographers may then jump to another ship via high-line or helicopter, and they are on the go again.

But that isn't the end of the story. The photographs they have taken are rushed back to the home photo lab, where they are immediately logged and processed. The prints are then turned over to a group of plotting officers, who determine the effectiveness of the ship's firepower from them. Their highly classified

reports are sent to interested commands for evaluation and comment.

In addition to the surface firing the camera parties also provide the same service for antiaircraft target practice. These pictures and reports have helped the big guns of the fleet win important battles.

Headquarters for the two camera parties are located at Norfolk, Va., and San Diego, Calif. The Atlantic group is further divided into detachments at Guantanamo Bay, Cuba; and Newport, R. I. The Pacific group has detachments at Pearl Harbor, T. H., and Yokosuka, Japan.

Combined officer and enlisted strength runs about 200 and it would be a rare day when all were ashore at the same time. Normally the majority of the photographers are traveling around the two Fleets, their cameras and sea bags on their backs, ready, willing and able to provide fast and expert work.

Photographing shell bursts isn't their only job, although it is their most important. In their spare time the photographers take I.D. photos for the smaller ships, photograph public relations and news events and run photostat machines.

News pictures taken by the cameramen of the two camera parties have appeared in many publications, both large and small. Their newsreel coverage has been picked up by most of the television stations and newsreel companies.

Regardless of what comes up in the way of photography they can handle it, and their job is very important to the men manning the guns on the Fleet's battlewagons.



WAITING for firing to begin, Navy cameraman stands by his equipment aboard vessel towing the target.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SURVIVORS' ANNUITY**—Regular Navy and Reserve personnel, with 18 or more year's service, other than those on the retired list or in the Fleet Reserve and Fleet Marine Corps Reserve, have until 1 Nov 1954 to decide whether or not to elect participation in the Uniformed Service Contingency Act, popularly known as the survivors' annuity plan.

This program, after death of a retired serviceman who is enrolled in the plan, provides for his dependent or dependents. The previously established deadline of 30 Apr 1954, as it applied to personnel with more than 18 years' service, has been extended. In order to make sure that all personnel in the fleets and at stations outside the U. S. were given plenty of time to study the details of the Act, the deadline was eased.

Members of the Fleet Reserve, Fleet Marine Corps Reserve and those on the retired lists are NOT effected by this new date. Their decision must have been made by 30 Apr 1954. However, personnel who have been or will be transferred to a retired or retainer pay status subsequent to 30 Apr 1954 and prior to 2 Nov 1954 must execute and submit an election under the Act not later than 1 Nov 1954.

All other personnel having less than 18 years' service, have until the day preceding the date of completion of 18 years' service or 1 Nov 1954, whichever is later.

The Act (detailed information on it can be found in *ALL HANDS*, September 1953, pages 46-47 and *ALL*

HANDS, December 1953, pages 43-44) offers a non-profit plan designed to furnish your survivors with an income for the remainder of their life or until they remarry, marry or become 18 years old. Another article answering servicemen's questions on the program will be published in a forthcoming issue of *ALL HANDS*.

As it now stands, your retired pay stops with your death, but with the annuity plan your surviving wife or children, or both, will receive the percentage of your reduced retired pay that you select under the various options offered.

The plan is so designed, that with the cheapest possible payments by you, your dependents get a maximum possible gain after your death.

Before determining your course of action in regard to making the election, you should examine every detail of the plan. Within its structure you are almost sure to find an option which will fit your needs.

• **ALLOWANCE FOR DEPENDENT PARENTS**—If you are a Navyman contributing to more than one half of your parents' support you are entitled to a basic allowance for quarters on their behalf.

Before making an application for this allowance you should consult your disbursing officer on the legal requirements for submitting a valid dependency claim.

No Navyman will be refused the privilege of submitting such an application for appropriate investigation and determination of depend-

ency, even though the face of his application may not reflect the required dependency.

However, Navy men are advised that disciplinary action will be taken against anyone making false representation or submitting fraudulent applications for governmental funds.

• **EXCHANGE OF FOREIGN FUNDS**—The present Treasury Department regulations prohibit Navy disbursing officers from converting foreign currency into U. S. dollars. This prohibition is set forth in Navy Comptroller Manual, par. 042551-2.

However, it is the Department of State's policy to furnish exchange services for Navy personnel through their foreign offices. These services are provided at the discretion of the Officer in Charge of the Foreign Office subject to local laws and State Department regulations.

When disbursing officers at foreign stations have determined that this service is available they should advise personnel leaving the area as to where foreign currency may be exchanged for U. S. dollars.

• **EARLY RELEASE PROGRAM**—The two month early separation program will continue for those enlisted members of the regular Navy, Naval Reserve and Fleet Reserve whose normal separation date is on or before 10 Jan 1955. However, those eligible for separation 11-20 January will be separated 1-20 December and those persons eligible for separation during the period 21-31 January will be separated during the period 6-31 Jan 1955.

If it happens that upon receipt of the early separation directive, ships or units are on distant duty in areas where available regularly scheduled transportation will not permit return of personnel in time to meet the above schedule, individuals may



PASS THIS COPY ALONG — Don't let nine others slip up because they haven't read this issue of *ALL HANDS*.

be retained until transportation becomes available.

Personnel, in such cases, must be sent back in sufficient time to insure their separation no later than their normal expiration of enlistment dates.

No requests for early separation need be submitted by the individual as this will be an automatic process. Personnel will be notified by their personnel office in time to qualify.

A full schedule of discharge dates and further information can be found in BuPers Inst. 1910.5B.

• **TRANSFER TO USN** — Enlisted Naval Reservists in certain ratings, both on active and inactive duty, can now enlist or reenlist in the Regular Navy in equal pay grade without examination.

Reservists holding the rating of fire control technician, electronics technician or radioman or related emergency service ratings are affected by the new ruling made by the Chief of Naval Personnel to alleviate acute shortages in those ratings.

Applications from active duty personnel should be forwarded to the Chief of Naval Personnel (Attn: Pers B223) via commanding officers. All COs have been asked to make definite recommendations regarding the suitability of candidates.

Inactive Reservists should apply at a U. S. Navy Recruiting Station and submit a formal application for enlistment in the Navy. Pre-enlistment papers will be forwarded to the Chief of Naval Personnel, for approval under the new program. See BuPers Notice 1130 (12 Mar 1954) for further details.

• **TRANSFER OF MEDICS TO USN** — Applications for appointment to the Regular Navy are being accepted from Medical and Dental Corps lieutenants and LTJGs of the Naval Reserve on active duty who have not reached their 37th birthday.

Naval Reserve applicants should submit letter requests for consideration to the Chief of Naval Personnel (Pers-B6221), via their commanding officers. The request should be accompanied by a signed statement agreeing to perform three years of service after accepting appointment in the regular service, a special "Report of Fitness" (NavPers 310) and two copies of "Report of Medical Examination" (SF 88), accompanied

by a "Report of Medical History" (SF 89). The physical exam must be conducted by two medical officers and, if available, one dental officer.

At present the Navy is accepting resignations tendered by officers described above after completion of three years of active duty from date of acceptance of their appointments in the Regular Navy. Computation of the three years of active duty includes any period spent in internship, residency, or other postgraduate training. However, any period of obligated service incurred as a result of such internship, residency, or other postgraduate training must be served in addition to the three-year active duty requirement.

Upon completion of a tour of sea or foreign shore duty all medical and dental officers are eligible for selection for postgraduate training.

• **COMBAT PAY LIST**—Another list has been published which makes additions to the previously published lists of designated combat units. This latest list covers the period from 1 Jun 1950 to 27 Jul 1953.

Only two units on the latest list are eligible for combat pay, according to OpNav Notice 1030 of 14 Apr 1954. The two units and the dates for which they rate combat pay are: ComDesDiv 92 and Staff, embarked in *uss Maddox* (DD 731)—17, 23, 26, 27, 28, 30 Apr 1952; and *uss LST 799*—9, 10, 13, 14, 17, 18 Jun 1951.

The Chief of Naval Operations continues to receive numerous inquiries from personnel concerning eligibility for combat pay. According to the Combat Duty Pay Act of 1952, here is how to determine whether you and your unit are eligible for designation as a combat unit and for combat pay!

In order to be considered, a combat unit (ship or unit) must have under actual enemy fire or subjected to hostile explosions.

To be eligible to receive combat pay, personnel must have served with a combat unit on at least six of the specific days cited in any one month, or at least six of the specific days cited in a two-month period.

Previous lists of units eligible for combat pay are contained in OpNav Inst. 1030.1 (with Changes) and in the following issues of ALL HANDS: March 1953, p. 44; June 1953, p. 44; October 1953, p. 42; and December 1953, p. 45.

QUIZ AWEIGH

Another month and another quiz to brush you up on your nautical knowledge. It's no snap, but if you keep informed on the going on in your Navy, you should score at least four out of six.



1. Above is the destroyer *USS Stickell* (DDR 888). A sharp eye will recognize her as being of the (a) Fletcher class, (b) Gleaves class, (c) Geary class.

2. A veteran of the Korean conflict, *Stickell* was launched in (a) January 1940, (b) May 1942, (c) June 1945.



3. Here is the Navy's XF-2Y-1 *Sea Dart*, the world's first delta-wing seaplane. The *Sea Dart* is the first known combat-type aircraft to use retractable (a) hydro-skis, (b) hydrofoils, (c) water jumpers.

4. Although the Navy's program in hydrofoil research is relatively new, hydrofoils actually had their beginning back in (a) 1947, (b) 1919, (c) 1886.



5. Aboard *USS Oriskany* (CVA 34), a crewmember adjusts the ship's (a) flight deck landing lights, (b) arresting gear, (c) mooring and buoy lights.

6. The Navy's newest aircraft carrier, *Oriskany*, although launched in October 1945, was not completed until (a) March 1948, (b) September 1950, (c) March 1953.

ANSWERS TO QUIZ ON PAGE 53.

Small Ship 'Docs' Do a Big-Sized Job

THE MINE SWEEPER USS *Swift* (AM 122) was steaming to the Far East early in 1953. She was miles away from land—or another ship—when suddenly her commanding officer was stricken with a severe internal hemorrhage. The situation was critical. The CO was near death and there was no medical officer within hundreds of miles.

But *Swift*, like most smaller ships in the Navy had a hospital corpsman on board. In this case, it was William H. Ingle, HM1, USN, who was ready at the side of his stricken skipper.

Taking only time enough to put in a hurry-up call to shore for medi-

cal advice, Ingle went to work. For 14 hours, while *Swift* steamed at full speed for help, he ministered to his patient.

The pay-off came when they reached USS *Dixie* (AD 14). By the time the patient was transferred via highline to the tender for further medical treatment, he was considered to be sufficiently recovered to be taken off the critical list.

According to *Dixie's* medical officer, Ingle's emergency treatment had saved his commanding officer's life.

Naturally, incidents like the above are the exception, but they do serve

to prove that the hospital corpsman on independent duty is ready and able in an emergency.

There are many small ships and stations throughout the Navy that never have had—and probably never will have—a permanently assigned medical officer. But they've got the next best thing in the person of the hospital corpsman. Normally, the complement of a small ship or station doesn't warrant the assignment of a medical officer. Instead, a chief or first class hospital corpsman is assigned as the Medical Department representative for the activity.

A hospital corpsman on independent duty is not offered as a substitute for a medical officer but rather as an expert first aid man. His primary responsibilities are first aid and the prevention of disease. If he has a seriously injured or ill patient, he must see to it that the patient safely reaches the care of a medical officer.

But there are circumstances which sometimes delay or make impossible such medical aid, as in the case of *Swift*. Then, the hospital corpsman must carry on with the wisdom and good judgment born of experience and thorough training.

From the day a man is assigned to the Hospital Corps, either as a volunteer from the fleet or directly from recruit training, his training is geared to the time when he will be assigned independent duty on board a small ship or station.

After completing training at the basic Hospital Corps School, the new hospital corpsman is assigned to some naval hospital for at least six months. Here he is rotated to the various clinical services to gain experience in all phases of clinical work performed by hospital corpsmen.

Later in his career, he may be authorized to attend another school to specialize. There are about 30 such specialties that a hospital corpsman may study for, such as laboratory technician or operating room technician. But no matter what he specializes in, every hospital corpsman must have the necessary basic knowledge.

Hospital corpsmen, if service conditions permit, are usually given fur-

MEDICINE MAKER—Robert S. V. Hull, HMC, USN, on independent duty aboard USS *Robert F. Keller* (DE 419), prepares a prescription in the vessel's sick bay.





TEACHING first aid is a primary duty of corpsmen on independent duty. Chief Hull shows crew how to use splints.

ther instruction in the Class "B" Advanced Hospital Corps School, Portsmouth, Va., prior to their being assigned to duty independent of a medical officer.

This school, commonly referred to as "I.D." (for "independent duty") school, is a six-months' course in advanced techniques. In this course, the hospital corpsmen studies everything from bacteriology and laboratory techniques to minor surgery and how to teach first aid.

Some of the other subjects covered include survival on land and sea, sanitation measures for shipboard use, pharmacy, embalming techniques, administration, first aid, medical aspects of radiological warfare and advanced study of drugs and their uses.

But all of this training is only effective if followed up by continuous study on the part of the individual corpsman. It is essential for each to develop new knowledge and skills to keep abreast of all recent developments in order to render the best possible aid to the sick and wounded.

Each type of independent duty has its own peculiar conditions and the chief or first class hospital corpsman must be able to cope with each problem as it arises. For example,

take the case of Lieutenant (junior grade) Wheeler B. Lipes, MSC, USN, back when he was a pharmacist's mate first class on independent duty (the rating became hospital corpsman in 1948).

In September 1942, Lipes was serving in USS *Seadragon* (SS 191) when the submarine was on a war patrol far behind enemy lines.

A shipmate rushed up to Lipes to tell him that Seaman Darrell D. Rector, had fallen unconscious to the deck. Submariners have passed out before—from such causes as excessive heat or fatigue. But as soon as he examined the seaman, hospital corpsman Lipes knew that in this case it was more than that. He quickly recognized the high temperature and symptomatic pains.

He advised the captain that Rector had appendicitis and had to be operated on at once. The trouble was that the boat was weeks away from any medical officer. However, Lipes knew that if the appendix wasn't removed, peritonitis might result.

Seadragon's skipper put the question bluntly, "Can you do it?"

"Yes sir," said Lipes. "It's his only chance."

The skipper ordered the boat to be leveled off below a cold layer

far beneath the turbulent surface. Lipes went about selecting his "operating room assistants."

He picked the executive officer as his chief assistant, the communications officer as anesthetist and the engineering officer as chief nurse.

Surgical instruments were improvised. Bent spoons served as muscle retractors. A tea strainer was the ether mask. For an operating lamp, a searchlight was rigged over the wardroom table. The instruments were boiled and then further sterilized in a solution of torpedo alcohol mixed with water.

The stricken seaman was carried in and laid on the table. Lipes aroused the patient and told him that although he (Lipes) had never performed an appendectomy, he knew how to do it. But if the patient didn't want it, the operation wouldn't be performed.

"Let's go," whispered Rector.

Lipes did. As the men at the bow and stern plane controls kept the submarine steady, Lipes made the incision, removed the appendix and sewed up the incision.

An antiseptic powder made of ground up sulfa tablets was applied. Bandages were fastened in place. Two weeks later, Rector was not only well and on his feet, but was



HMC gives first aid on board a DE. Right: Standing regular watches on submarine is part of this HMC's job.

back standing his normal watches.

Lipes' surgery was later lauded by his shipmates and cited as an example of excellent Navy training and salty submarine grit. The incident has become a submarine force legend.

Incidentally, before the end of World War II, 11 cases of acute appendicitis were diagnosed and treated by hospital corpsmen aboard U. S. submarines. Not a single death resulted from appendicitis originating on a submarine on patrol in World War II.

Although hospital corpsmen are not authorized to perform such operations, during periods of extreme emergency when no medical officer was available, they did this work in World War II. However, since the introduction of penicillin and other medications, situations such as the above have been largely removed.

Hospital corpsmen, such as Lipes, who serve on independent duty in submarines, receive even more training than the surface ship "docs." Besides being qualified for regular "I.D.," these corpsmen must also attend the two-month course at the Submarine School plus an eight-week course in submarine medicine techniques.

Like all crewmen, hospital corpsmen serving in submarines are volunteers. Besides their own particular job, they must know such things as how to load and fire a torpedo, how to handle the bow and stern planes, know the various air, fuel and water systems and how to operate each, and must be a qualified steersman.

Hospital corpsmen on submarines stand duties such as lookout, radar, sonar, steersman and manifold watches. When a submarine is sub-

merged for a good length of time, the corpsman also makes carbon dioxide content tests of the air.

The "Sick Bay" on a submarine consists of a six-foot upright locker in the after battery compartment. From this office, the submarine hospital corpsman ministers to his patients.

The hospital corpsman on a destroyer has it a little better, as far as "office space" is concerned. The sick bay on most destroyers is about 12-ft. by 6-ft. But in this small space, tin can "docs" must take care of three times as many patients as submarine corpsmen.

"But it's usually big enough for what you run across," relates chief hospital corpsman Ralph D. Barlen, a veteran of many years at sea aboard DDs and DEs.



DISEASE prevention is another main job of corpsmen on independent duty. Here, Chief Hull inspect's ship's galley.

"Most of our cases are routine, of course — athlete's foot, stomach ache, seasickness and small cuts and bruises," Barlen says. "If something serious does arise, there is usually a medical officer in the vicinity."

Independent duty on destroyers is typical of that kind of duty aboard most ships. Besides holding sick call, one of the biggest jobs of a hospital corpsman on "I.D." is to teach first aid to the crew.

"Teaching first aid to the crew is very important," says Arthur J. Fagin, a chief hospital corpsman who recently completed a tour of duty in *uss Namakagon* (AOG 53). "In time of war or emergency, if the crew is well trained in first aid, the hospital corpsman can devote most of his time and talents to the more seriously wounded."

"An example of this is *Namakagon*," he adds. "The ship is divided amidships by the tanks, with berthing and working spaces fore and aft. If a catastrophe, such as an explosion or fire, should strike and isolate these sections, one of them would be without the services of a hospital corpsman. If the men know first aid, it could possibly mean many lives saved."

Other routine but highly important duties of hospital corpsmen on independent duty include the keeping of logs, filing of reports, checking of ship's battle dressing stations, safety inspections of first aid kits, boat boxes, life-raft kits and gun bags and sanitation inspection of the ship and food handlers.

Independent duty at small shore stations and islands presents many of the same problems and duties found aboard ship. But duty at Chichi Jima, a small island in the



SICK CALL is conducted on board an escort vessel. Right: Chief Hull checks gun bag for necessary first aid materials.

Bonins, 150 miles north of Iwo Jima, presented quite a few different problems to chief hospital corpsman Orville Summers, USN.

It all started in October 1951 when two Navy CPOs and a radioman second were ordered to Chichi Jima as the island's Military Government Unit. Fredrick A. Pobst, SKC, USN, was "governor" of the island and Summers was "vice-governor" and in charge of the Medical Department. Donald I. Fales, RM2, USN, handled the island's communications facilities.

Summers' primary job was to tend to the everyday medical needs of the 139 islanders, military personnel and their dependents. The military dependents consisted of Chief Pobst's wife and children.

But chief hospital corpsman Summers' job went a lot further than just inoculations and treatment of minor aches and pains.

Although it was a little out of his line, "Doc" Summers delivered 12 babies during his tour on the island. The first time he acted as "obstetrician" was two weeks after he arrived on Chichi. He wasn't entirely unprepared, however, as he had received instructions on this type of work before leaving his last duty station, the Naval dispensary at Guam.

The island was visited annually by a medical and dental officer but all the time in between, Summers was on his own. He filled cavities with temporary fillings, acted as veterinarian, public health inspector, census taker and waged an incessant war against the rodent and fly population of the island.

In addition, he even acted as "schoolmarin" for about four hours every day at the Chichi public school, teaching the fourth, fifth, sixth and seventh grade students in reading, spelling, arithmetic, history, geography and health.

"Doc" Summers' versatility is typical of that of all hospital corpsmen. Each must be able to handle everything from a chipping hammer to an inoculation needle. He must be as adept in mixing prescriptions in the pharmacy as he is with a business end of a swab.

When a hospital corpsman reports to independent duty, whether at a small station or aboard ship, all hands have their eyes on him. From the skipper on down, everyone is watching the way he handles his first big assignment.

Successful completion of his job can "sell" him to the crew. But if he falls short, it'll take a lot of hard work to prove his ability and regain the crew's confidence. He's got to

be right the first time. That's the way they are taught.

The exploits of hospital corpsmen are and have been a major contribution to the success of every type of naval craft and every sort of naval shore activity—both in war and peace.

It seems that whenever the skill of a hospital corpsman is needed, one is nearby. To stop the flow of blood, to apply a battle dressing, to ease the pain of human suffering, to give life-giving plasma or to carry the wounded to safety, the corpsman is on the spot.

When one is assigned independent duty, it is the biggest sign of confidence that can be shown him. He's "come of age" as a hospital corpsman. He has the maturity and ability—similar to an officer's being given his first command.

The Hospital Corps, and the men in it, are continually justifying this confidence.—Rudy C. Garcia, JO1, USN.

CORPSMEN served on 'independent duty' with Marine units in combat in Korea. ROK Marine watches Wendal D. Lewark, HM1, give aid to compatriot.



Blasting their

ONE of the more unusual salvage stories of the year is the tale of an LST grounded so fast on a coral reef that frogmen had to blast a 1000-foot-long channel to free her.

Uss LST 291 was churning her way through the waters of the Great Bahamas after completing two weeks of amphibious training exercises at Vieques, Puerto Rico.

About 1800 yards off James Point, Eleuthera Island, the crunching of steel and stone shattered the silence of the night. The LST had hit a submerged coral reef. The grounding tore a two-foot hole in the evaporator room and twisted, warped and gashed the heavy steel skin in other parts of the ship's hull.

Water started pouring in through these openings and all of the lower compartments became flooded. Personnel were ordered over the side.

Although the nearest land was less than a mile away, heavy seas and razor-sharp coral played havoc with the small boats. At least three of the landing craft ripped holes in their hulls on submerged reefs in getting ashore. There were no casualties despite the rough going.

In answer to the LST's radio messages for help, the Navy immediately began diverting other ships to the area.

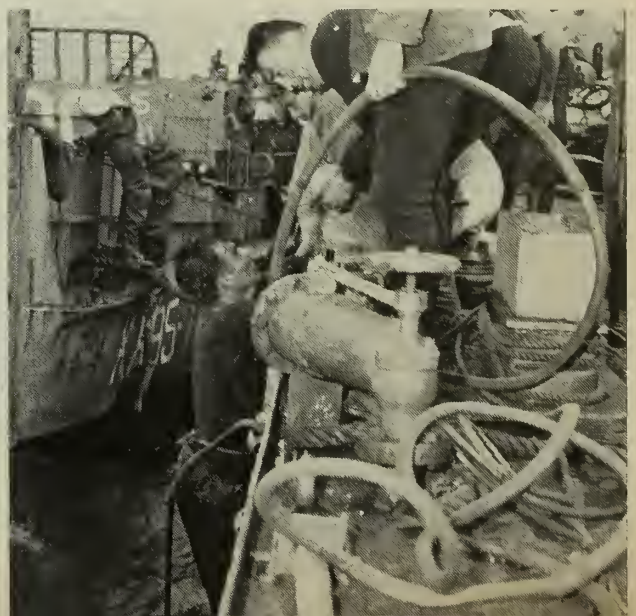
First to arrive on the scene were the escort vessels *Uss Heyliger* (DE 510) and *Uss Osberg* (DE 538). They removed all of the shipwrecked and stranded personnel from the island, leaving a volunteer salvage party to stay with the ship and take



GROUNDING on submerged coral reef, USS LST 291 has her cargo off-loaded. Below: D. L. Peschke, BM1, USN, 'dives for jeeps' in LST's flooded tank deck.



FLAGS showing services rendered by USS *Tanner* (AGS 15) fly during salvage operations. Right: Diver goes over the side to check for leaks in hull.



Way to Safety

necessary damage control measures.

Then the salvage operations began. The first step was to begin flooding all compartments on the ship. This was necessary as the heavy seas were slowly driving the LST further aground toward the beach. Each movement was scraping her hull on the sharp coral and was tearing new holes in her bottom.

To stabilize the ship and hold her firm on the reef, it was necessary to bring as much weight to bear on her bottom as possible. This could only be accomplished by flooding.

Frogmen from Underwater Demolition Team Two arrived on the scene and began surveying the area in an attempt to clear an estimated 300-yard channel through the reef.

In spite of a 25-knot wind and adverse weather conditions the UDT men made one mass underwater swim across the area in their self-contained diving suits. They verified reports of a shallow channel, but revealed that it was obstructed by coral pinnacles ranging up to 100 feet in diameter.

About 400 pounds of explosives were used in an initial blasting effort and more was rushed to the area by sea and air. The channel soon began to take shape, and while UDT frogmen blasted away, the cargo was slowly removed from the LST by utility landing craft from *uss Carter Hall* (LSD 3) and *uss Donner* (LSD 20).

Aboard the LST, diving opera-



TUGS nudge disabled LST to drydock at Jacksonville, Fla. The vessel had 114 vehicles and 56 tons of equipment aboard when she struck the reef.

tions were underway but the salvage personnel found rough-going because of large amounts of grease, oil and gasoline in the water.

The divers found themselves qualifying as "underwater jeep drivers." During the salvage operations, vehicles in the ship's flooded tank deck had to be removed. A diver, donning his helmet, would seat himself in a submerged vehicle, then steer it to the surface as a heavy crane pulled it out. This went on until all the jeeps were removed.

The biggest hole uncovered in the ship's hull was a two-foot gash in the evaporator room. Other dives to the ship's bottom revealed holes in practically every compartment on the lower deck.

When the frogmen had finished blasting what turned out to be a 1000-foot channel through the coral rock, the cargo had been salvaged from the LST and transferred to *uss Wyandot* (AKA 92), holes and gashes in the hull had been patched and water had been removed from

flooded compartments in the ship.

After 11 days of tireless efforts the LST was ready to be filled with compressed air and refloated.

With towline attached to the salvage ships *uss Recovery* (ARS 43) and *USS Opportune* (ARS 41), Amphibious Force landing craft began washing heavy streams of water under the LST's stern in an attempt to move her off the ledge which imprisoned her. Five minutes later the ship began to move toward the left of the UDT-made channel.

Instead of tightening from the pull, the tow cable suddenly went limp as it caught on a coral pinnacle.

But *Recovery* maneuvering desperately, came left of the channel, straightened out her tow line and put a strain back on the cable again. Then the LST floated clear of the reef and turned on her running lights. The operation was completed, thanks to the men of the UDT, the salvage crew and ships that came to the aid of the grounded LST.—Joseph J. Brazan, JO1, USN.

SALVAGE OFFICER, CDR R. K. Thurman, USN, directs operations. Right: Aviation repair ships tow LST from reef.



Submarines at War with Noisy Enemy

CARR INLET, a branch of Puget Sound in the great Northwest, is a stretch of water known for its quiet unruffled surface — which is what makes it so valuable to the Navy in general and to the submarine service in particular.

The inlet, 12 miles long and three miles wide, has a five-mile section which is between 50 and 85 fathoms deep. Here, unaffected by marine life, noisy fishing boats or passing ships, the underwater noise level of ships can be measured. Here a submarine or surface vessel can be put to the "quiet test."

In the surface force, the noise that a ship transmits through the water is not too important—up to a point. But to a submariner, noise is vitally

important and must be kept to an absolute minimum.

For during the approach stage of a submarine's attack on a surface ship or during its evasive "get away" maneuvers, the sub is the object of intense listening on the part of enemy sonar operators. The submariner's job is to keep any noise from reaching the enemy sonar's extended "ears."

Keeping down the noise level of running machinery (noise is measured in *decibels*, a unit of sound measurement) is primarily an engineering problem. But before the engineer can tackle the problem, he must have a standard. He must know exactly what machinery running at what speeds produces the noise—and beyond what point he

must do something about it. Only then can he take preventive action, installing resilient isolation mountings, flexible pipe connections or damped foundations to prevent such noise from carrying beyond the hull.

There is also an incidental benefit to determining the decibel ratings of any specific piece of machinery. If the noise level of a pump, generator, etc., has increased since the last test was conducted, shipboard engineers can be forewarned of possible mechanical troubles brewing and, by eliminating the cause, prevent a possible casualty occurring at an inopportune time.

To determine a noise standard for each individual type of vessel is the task set before BuShips' Noise, Shock and Vibration Branch. The new acoustic range at Carr Inlet is where the Navy will get its answers.

Finding Carr Inlet was no easy task. The search dates back to 1941 when the need for determining silent running standards for U. S. Navy ships was first felt. Many places were considered but this placid stretch of water was the only one that met all requirements.

Both the Atlantic Coast and Gulf Coast waters were too shallow—the continental shelf projects far out beyond the coastline. In addition the warm southern waters of the Pacific, Gulf and Atlantic coasts are unsuitable because "fish noises" fill the shallow depths with too much background interference.

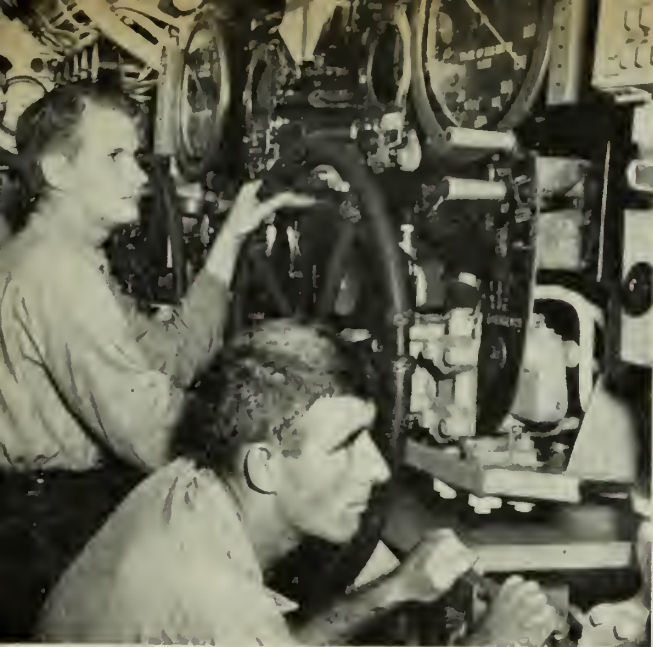
Once found, the first step in readying Carr Inlet for the job it so naturally fitted was to drag the inlet to the depth of 300 feet to insure that there were no underwater obstructions which might create embarrassing moments for an unsuspecting submarine under test.

While this was in progress, the Puget Sound Naval Shipyard was converting a steel-hulled non-powered gate vessel 110 feet long and 34 feet wide for her new job as the "control barge," an instrument-loaded floating laboratory.

In addition to the outside chipping and painting to give her a brand new look, the laboratory-barge's interior also underwent a change. Refrigeration and air conditioning equipment was installed. A bank of storage batteries to provide emergency lighting and power was added.

USS BASHAW (SSK 241), a fleet-type submarine converted to a 'killer' sub, was the first to test the acoustic range at Carr Inlet, Puget Sound.





SUBMARINE CREWS will benefit from acoustic tests. Right: Bluejacket on board control barge collects data.

New tanks partitioned her hull and provided additional storage for fuel and water to sustain the crew of 15 men who would man her as well as the civilian scientists concerned with the tailor-made electronic equipment kept in the instrument house.

The instrument house, which is the focus of attention when a vessel is being "ranged," is a detachable aluminum "pilot house" mounted above the barge's top deck and lined with specially designed instruments, which receive and record the noises that the hydrophone picks up from the vessel under test.

Here also is the drafting equipment used to plot the course of the ranging vessel from information supplied from an underwater ranging device. Radio equipment is also installed to maintain communication with the vessel being ranged so that orders and information can be transmitted back and forth. Thus the sub, hidden beneath the waters of Carr Inlet, can be given its directions without surfacing.

The unique barge's instrument house is enclosed with thermopane glass in front and on each side to provide an uninterrupted view of the inlet. It is also air conditioned to protect the more delicate instruments from high temperatures during the summer months.

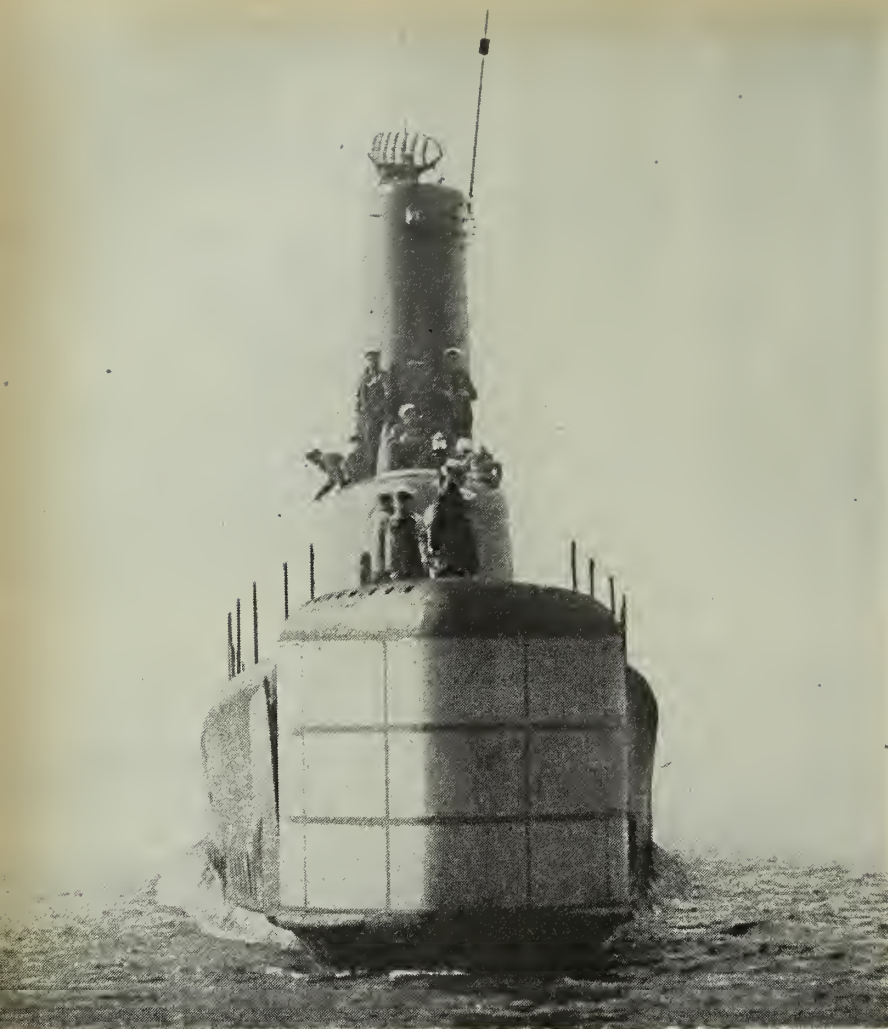
The hydrophone, the big "ear" of the operations, is anchored in a fixed position to one side of the course which the ship or sub under test traces and retraces in its back-and-forth test runs.

This hydrophone is submerged



EXPERTS on barge observe submarine's maneuvers during tests. Below: Non-powered barge was converted to house acoustic ranging instruments, gear.





SONAR DOME of USS *Bashaw* shows prominently in this bows-on photo. Fitted out newest noise-eliminating equipment, she's one of 'quietest subs afloat.'

just beneath the surface with only a mast sticking above the water to mark her spot. The main body of the buoy is submerged to prevent waves from slapping against it and creating a disturbing and misleading noise.

The picked-up noises from the vessel under test are transmitted by the hydrophone suspended to the buoys down through cables that run across the floor of the inlet to the instrument house. The noise first enters a central control console and is directed from there to any particular piece of recording gear that the operator desires.

Perhaps a particular test noise is wanted on tape. If so, it is directed to the tape recorder. Included on the tape will be the ship's name, date and range at which the measurement was made.

An oscilloscope is also one of the

pieces of equipment used—it can visually record the noise from the ship. On the face or screen of the oscilloscope a "frequency spectrum" appears like a wavy line of interference on a radar screen. This can be photographed and the photographs recorded for future analysis.

Recently USS *Bashaw* (SSK 241), a fleet-type submarine, converted to a "killer" sub ran the first test of the new range. *Bashaw* was fresh from the San Francisco Shipyard and carried the newest devices for machinery noise elimination, making her the quietest sub afloat.

The Carr Inlet tests conducted on *Bashaw* took various forms. Several submerged passes were made on the hydrophone with a minimum amount of machinery being operated. Only the generators necessary to maintain power for lights and auxiliary machinery and power for

main propulsion motors which is gained from storage batteries were left running.

Another test was at high speed, with no regard for silence and with all required machinery running. More runs were made at in-between speeds. The idea was to find a compromise between the two factors in order to gain maximum speed with minimum noise.

Various tests on individual pieces of machinery, tests that gain data for both the scientists and the ship's commanding officer, were also conducted on *Bashaw*.

The submarine was suspended at a depth of about 50 feet beneath the surface on wire cables hooked on to her fore and aft and in turn attached to buoys. These buoys were anchored to the bottom by use of wire cables. The submarine rested between bottom and top simulating "hovering."

Hovering is a condition in which a submarine arrives at a theoretical "neutral" buoyancy, in which by use of cold layers and mechanical means, she can lie at a given depth without using bow, stern or rudder. Because very little machinery need be run, her chances of remaining undetected by enemy sonar gear are greatly enhanced. For this reason hovering is particularly useful while lying in wait to ambush an approaching enemy ship, either surface vessel or sub, or while waiting in shipping lanes for one to pass by.

While suspended on her supporting cables, *Bashaw* ran individual pieces of machinery. The noise level of each was computed by instruments on the barge. Machinery may also be run in groups so that it can be determined just how much can be used during any part of an "approach" phase of an attack on an enemy vessel. This gives the submarine skipper a tactical advantage over the enemy and affords him the means of remaining unknown while stalking his prey.

And of course noise testing doesn't end here. There is the question of how much noise a submarine will make and how far such noise will carry while the sub is running on the surface or while running partially submerged on the snorkel.

More ships and submarines will follow *Bashaw*; the results should be a quieter Navy and a greater advantage over enemy vessels.—Howard Dewey, ENC (SS), USN.



How the DTs Help You

CASTING metal molds is a normally complex job, calling for skill and training, but when the metal used is gold and the mold is a tiny object smaller than a marble, it's a job for a real expert.

That's where the Navy's dental technician comes in. Working with the precision and care of a master watchmaker, he grinds, carves, polishes and otherwise coaxes into shape the precious metals or plastics used in dental appliances—from inlays and crowns to partial and complete dentures. With the details given him by the dental officer, the DT utilizes all the mechanical aptitudes and manual dexterity at his command so that he can make the appliance exactly right for each patient.

Dental technicians undergo a six months' course at a Class "C" school either at NTC San Diego, Great Lakes or Bainbridge, where a maximum of practice with a minimum of "writing and listening" is the rule. In-service training develops their skill in procedures not learned in the Class "C" school and an advanced course at the Naval Dental School, Bethesda, Md., rounds out the program.

Upper left: Students work at "beading an impression" in lab. *Upper right:* Technician trims acrylic denture. *Right center:* Trainee constructs 'biterim.' *Lower right:* Students cast a gold framework. *Lower left:* DTs get "on the job" practice in prosthetic laboratory.



Brief news items about other branches of the armed services.

★ ★ ★

NEW RADAR EQUIPMENT, developed by the Air Force, will tell how successfully broadcasts from long-range transmitters, such as the "Voice of America," are reaching their destinations.

The new device, "Cozi" (Communications zone Indicator), will also indicate approximately how strong broadcast signals are when they get there and may show whether a particular frequency is deliberately being "jammed" with static and interference.

Ordinarily, to test a radio station's signal, it is necessary to interrupt the broadcast momentarily while the radar beam is sent out. The beam follows the same path taken by the radio waves. The difference is that the Cozi beam comes back and tells where it has been and often whether it has run into any interference at its destination. A reading is obtained instantly, and broadcasting is resumed without any appreciable break or loss of time.

The radar device is made in two units, each about the size of a steamer trunk. One is the transmitter, the other the receiver. The Air Force plans to make extensive use of Cozi to increase the efficiency and reliability of its world-wide communications system.

★ ★ ★

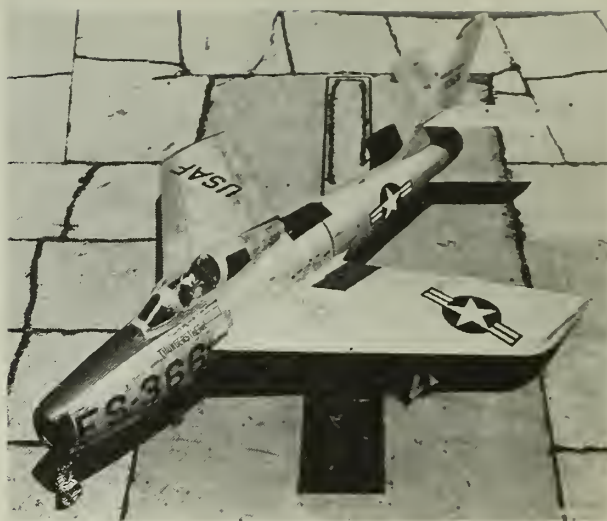
ARMY'S NEWEST PARACHUTE, the T-10, featuring many safety improvements, is replacing the original pioneer parachute which has been in use since early World War II days.

Parabolic in shape, the T-10 is 30 feet wide at its greatest point and 30 feet wide at the skirt of the canopy. This odd shape prevents one 'chute from "stealing" the air from another, thereby permitting two paratroopers to float to the ground side by side without either parachute collapsing. It eliminates almost all the opening shock.

The T-10 is packed much the same as the older 'chutes, the primary difference being that the risers or shroud lines leave the closed parachute first and then pull the canopy out of the back pack. Rate of descent of the new 'chute has been slowed up by four feet per second.



AT FORT HOOD, Tex., the Army lines up its M-41 medium tanks and M-75 personnel carriers for an inspection.



THUNDERSTREAK—The high speed, long range, F-84F is equally adaptable for interceptor or escort missions.

A NEW NAME for the Air Force's RF-84F high-speed, photo-reconnaissance fighter has been announced.

Thunderflash is the name given to the swept-wing, single-jet airplane, "symbol twin" of the F84-*Thunderstreak* fighter-bomber.

Now entering volume production along with the *Thunderstreak* the *Thunderflash* has air-intake ducts located in the wing roots to permit installation of a sweeping variety of cameras in the nose. It mounts four .50-cal. machine guns in the wings for defense against enemy interceptors.

The *Thunderflash* was designed specifically to meet the Air Force's need for a super-fast fighter that can, through sheer speed and maneuverability, slash into enemy territory to obtain intelligence photographs.

An important use of the new "photo-fighter" was made known with the disclosure by the Air Force of Project "FICON."

In FICON, the *Thunderflash* teamed with the giant RB-36 bomber in an aerial composite in which the bomber became an aircraft carrier of the sky. It launched and recovered the photo plane by means of a trapeze mechanism that extends from and retracts into the belly of the RB-36.

In this way the great speed of the *Thunderflash*, which has a range of more than 2000 miles, is given an assist by the 10,000-mile range of the bomber. The fighter is thus able to 'photograph' almost any area in the world by riding the "mother plane" to the fringe of the target area, taking off on its own, and speeding back to the RB-36 for the journey home.

★ ★ ★

THE "AERO JEEP," a new lightweight version of the military jeep, is now undergoing intensive testing pending official acceptance by the Army.

Big feature of the new jeep is its all-aluminum body which weighs only 81 pounds. Magnesium wheels and aluminum parts make it possible to cut down the old jeep's weight by 44 per cent. The entire jeep weighs

1476 pounds and is three feet shorter than the present jeep. Tests have proved it to be just as rugged, however. It can carry a load of more than 1000 pounds over roads and 500 pounds over the roughest terrain.

Another feature of the new jeep is an 85 per cent interchangeability of parts with the current model.

With a top speed of 70 mph, the new jeep can be used as an ammunition and cargo carrier, a frontline ambulance, a gun carrier, a command car (carrying four passengers) or as a towing vehicle to rescue larger trucks bogged down in mud.

Preliminary tests show the new jeep to have a range of 239 miles, averaging 26.5 miles per gallon.

★ ★ ★

AIR-TO-AIR ROCKET GUNNERY will be employed for the first time in an Air Force-wide firing competition at Yuma, Ariz., this month.

Top Air Force fighter interceptor air and ground crews from Air Defense Command's three Air Defense Forces and the Air Training Command will participate in this rocketry phase of the Air Force's Fighter Gunnery Weapons Meet.

Aircraft to be used will include the three all-weather interceptors now in use—the F-86D *Sabrejet*, F-94C *Starfire* and F-89D *Scorpion*. Each team will consist of eight aircraft and 42 men, including, in addition to pilots and radar observers, ground radar controllers and jet engine maintenance crews.

The competition will not only be a test of air crews' skills but will also involve complex electronic equipment, which must be kept in working order by the technician-members of each team.

Cameras will be mounted in competing aircraft to record rocket flight. The film will be developed immediately and will be used in evaluating the success of any mission. Airborne judges will also observe each mission flown.

At the close of the rocketry phase, a high scoring team will be determined, which will then become the Air Force's first champion in air-to-air rocketry.

'HONEST JOHN,' the Army's free flight artillery rocket, rests on launcher. Right: 'Corporal,' surface-to-surface guided missile, is readied for firing.



LATEST JET TRAINER to be put into use by the Air Force is the TF-86, a two-seated version of the F-86 *Sabre*.

RAPID AIR EVACUATION and greater comfort are promised sick and wounded servicemen as the Military Air Transport (MATS) adds the C-131A *Samaritan* to its domestic air evacuation fleet.

Expected to be put into operation later this year, the *Samaritan* is said to be the world's most modern twin-engine mercy mission aircraft, featuring safety, speed and comfort. Among its features, the 235-mph double-duty plane boasts an air conditioned, pressurized cabin that allows many different arrangements of litters and seats. Varying combinations up to 37 seats, or 27 litters and seven seats, can be made. All seats face rearward as an added safety measure.

One flight nurse and two medical attendants normally will accompany armed forces' patients on regular runs.

The *Samaritan* will be used to deliver patients from U. S. ports of entry to hospitals throughout the country and for transfers between hospitals in the U. S. With maximum fuel, the transport's range is over 1600 miles.



LETTERS TO THE EDITOR

Shore Duty for Aviation Ratings

SIR: We have been hearing rumors at our base about the possibility of BuPers extending the tour of shore duty for aviation personnel from two to three years. Any truth to this? We have reason to believe it might be true since many of our men have been here six months or more beyond their normal tour of shore duty.—A. E. T., ADC, USN.

• Sorry to disappoint you but the Chief of Naval Personnel does not anticipate any changes to BuPers Inst. 1306.20A regarding extension of normal shore duty tours for aviation ratings. Rotation of enlisted Group IX personnel from shore to sea can be expected after completion of two years' shore duty.

The reason some of your friends are overdue for sea duty is that there are no replacements for them on the BuPers Shore Duty Eligibility list. They must be replaced by personnel in the same rate and rating. They will get their orders eventually.—Ed.

Agreement to Extend

SIR: Is it possible to ship from the Regular Navy to the Naval Reserve in order to cancel out an "Agreement to Extend Enlistment," provided a Page Thirteen entry is made to the effect that you agree to remain on active duty for two years?—C. D. C., PN2, USN.

• No procedures have been established which would permit the cancellation of an agreement to extend enlistment of Regular Navy personnel for the purpose of immediate enlistment in the Naval Reserve.—Ed.

Rewarding Heroism on Retirement

SIR: I understand that officers are sometimes promoted one rank upon retirement if they hold certain decorations. Is there any similar recognition for enlisted personnel holding these same decorations?—W. A. L., BMC, USN.

• Officers who receive awards which are for "extraordinary heroism" are considered on an individual basis for promotion on retirement. Enlisted personnel who receive awards which are for "extraordinary heroism" are considered on an individual basis for an increase in pay of 10% upon retirement.

For both officers and enlisted personnel, however, determination of "extraordinary heroism" is made by the Secretary of the Navy in each case, and such determination is final and conclusive.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Computing Terminal Leave Pay

SIR: I'm a temporary officer and plan to request reversion to my permanent enlisted rate for transfer to the Fleet Reserve. In that connection I have some unused leave on the books and have come up with a problem.

My disbursing officer tells me that to the best of his knowledge my permanent enlisted rate (CPO) will be used to compute my terminal leave pay. This does not seem just to me, in as much as the leave was earned while serving in officer status. I think I should be paid on the basis of my present rank. Can you clarify this situation for me?—N. A. H., LT, USN.

• If your enlistment expired during the time you held officer rank and you are discharged on the same day that you are reverted to your permanent enlisted status your cash settlement for unused leave will be computed on your temporary officer status.—Ed.

NAMT Duty

SIR: In the December 1953 issue of ALL HANDS, an article, entitled "Instructor Duty with Naval Air Mobile Training Program Means Sea Duty Credit in Shore Billet" stated that personnel wishing this duty should reference BuPers Inst. 1306.31. I would like to know if this instruction number is correct. I am on fleet shore duty and I requested this NAMT duty and have made no headway due to the fact that our personnel office cannot locate this instruction.—W. K., AB1, USN.

• BuPers Inst. 1306.31A is the current and correct reference on assignment of enlisted personnel to NAMT Program. This instruction is addressed to Commandants of all Naval Districts and Naval Air Activities in the continental U. S.

Qualified personnel serving on shore duty may request this duty when they are within six months of completion of their shore duty tour. However, present policy does not permit assignment of personnel to this program who are serving on fleet shore duty.—Ed.

PacResFlt is Shore Duty

SIR: Is duty with the Reserve Fleet on the West Coast considered as shore duty? If so, how can I find out if I'm eligible for it?—V. J. M., MM3, USN.

• Duty with the Pacific Reserve Fleet at any Reserve Fleet Activity on the West Coast is considered the equivalent of "State-side" shore duty and an individual must meet the same eligibility requirements for it as for Fleet Shore Duty. It is suggested that you stop by the personnel office of your ship and ask one of the personnel men to break out ComServPac Inst. 1300.4C to determine your eligibility.—Ed.

Rules on Playing National Anthem

SIR: Can you give me any information concerning the rules and regulations governing the use of the National Anthem at sporting events, indoor and outdoor? Also is there any rule saying it must be used when a radio or television station finishes a day's broadcast?—E. E. S., ETCA, USN.

• There are no hard and fast rules concerning the playing of the Anthem at sporting events. The only "must" is that when it is played, it must be played in full. At any sporting event or large gathering of any sort, when colors are presented, the Anthem is played during ceremonies, by the band or orchestra if one is present, or by an organist or recording.

Some radio and television stations do play the Anthem at the end of the day's broadcast. It is strictly the prerogative of the station concerned. However, the procedure of playing the National Anthem after a speech by the President of the United States has long been established.—Ed.

Trigonometric Tables in FT Exams

SIR: I would like to know why candidates who take the service wide examination for FT are not furnished with a table of trigonometric functions? The problems in these tests (fire control air and surface problems) require the use of sine and cosine functions to be solved. Can't some provision be made to allow the candidate to use a table of trigonometric functions while taking the test?—T. A. W., FT1, USN.

• You are right, tables of trigonometric functions were not furnished in the Series 8 examinations for the FT rating. However, as you suggested, the future FT examinations will have such tables furnished in the administration of the examination.—Ed.

Harbor Defense Units

SIR: Can you tell me if the Harbor Defense Unit in Los Angeles is considered as sea duty for the purpose of meeting the sea duty requirements for advancement in rating?—M. N., PN1, USN.

• No, nor is it probable that it will be designated as such in the future. Only Harbor Defense Units listed in Part One of the Standard Navy Distribution List, whose geographic location is outside the continental limits of the U. S. as defined in BuPers Instruction 1414.2, are considered as sea duty for eligibility for advancement in rating.—Ed.

Permanent Appointment

SIR: I received a commission as Ensign, USNR, from the Merchant Marine Academy on 21 Jun 1950. I accepted a temporary appointment to LTJG to rank from 21 Jun 1952. A classmate of mine at the academy who had the same date of rank as Ensign recently reported to this command for his first tour of duty.

He was offered a temporary appointment to LTJG to rank from 21 Jun 1952 while he was on active duty and this appointment authority terminated on 21 Dec 1953 at which time he had not qualified professionally because he did not earn the required promotion points for officers on inactive duty.

Upon reporting for his first tour of active duty in 1954, he requested from the Chief of Naval Personnel a reappointment to LTJG with an appropriate later date of rank. Two weeks later BuPers sent him his permanent promotion to LTJG to rank from 5 Jul 1952.

I am curious to know how an officer in his status can get a permanent promotion so quickly, after not qualifying for temporary appointment as stated above and what my status is (with the same date of rank as ensign), in regard to a permanent promotion.—R. P. H., Jr., LTJG, USNR.

• An ensign becomes eligible for permanent appointment as Lieutenant (junior grade) on the third anniversary of his date of rank as ensign. You and your contemporaries became due for such appointments on 21 Jun 1953. The date of rank assigned in a permanent appointment is usually the same as the date of rank held in a temporary appointment. In your case, your date of rank will remain 21 Jun 1952 when your permanent appointment is issued.

Since the other officer referred to in your letter was required to be reappointed and had, at the time of his reappointment, become eligible for a permanent appointment (as you were also), he was appointed as a permanent LTJG. Other provisions of law give you the status of a permanent lieutenant (junior grade), and your appointment, although not yet issued, is in the process of preparation.—Ed.



HARBOR DEFENSE duty may or may not count as sea duty—depending on location of Harbor Defense Unit. Men are undergoing harbor defense training.

Dut Undinst?

SIR: On numerous occasions we have received students at the AUW School at Key West, Fla., for duty under instruction, whose orders read "Upon completion of course for further assignment." However, neither their orders nor page 13 of their service record indicates to whom the man is to be made available. My question: To what command should a student, who is received under such orders, be made available?—H. B., YN2, USN.

• BuPers has discontinued the use of the terms "Returnable" and "Non-returnable" as a method of identifying quotas. Instead, the quotas are now simply termed by the type of duty to which the school candidate is ordered—that is, "TAD undinst," "TD undinst," and "Dut undinst." These are the abbreviations, set forth in the "Instructions for the Navy Personnel Accounting System" (NavPers 15,642), for "Temporary Additional Duty under instruction," "Temporary Duty under instruction" and "Duty under instruction."

Courses of instruction 19 weeks or less in duration can be either TAD undinst or TD undinst, but any course 20 or more weeks in duration must be Dut undinst. An enlisted man attending a school on a TAD undinst quota returns to the duty station to which he was permanently attached prior to assignment to school. An enlisted man attending a school on a TD undinst quota can be made available to either ComServLant, ComServPac, ComWest-SeaFron, or BuPers for further assignment, as indicated in the standard transfer order or in the enlisted service record, page 13.

Neither a TAD undinst quota nor a TD undinst quota is a permanent

change of station. However, a Dut undinst quota is a permanent change of station; therefore, a man attending a school under a Dut undinst quota is made available to BuPers for further assignment when he has completed his training or in the event he should not complete the course of instruction.

No further assignment should be indicated for an enlisted man attending school on a Dut undinst quota, since such personnel are automatically made available to BuPers for further assignment, and since the phrase "for further assignment," if included in the STO or page 13, may intimate that the persons involved have not been issued permanent change of station orders. Such impression could cause confusion in determination of entitlement to shipment of dependents and household effects.—Ed.

When to Submit SDEL Card

SIR: What is the earliest possible date that a man can submit a request to BuPers for shore duty before completing his tour of sea duty? I have checked through instructions and manuals and have been unable to locate any set time limit. I have heard that six months prior to completion of a tour of sea duty is the earliest date that a shore duty request may be submitted. Is this correct?—F. H. J., YN1, USN.

• Your information is not correct. You must have completed the sea duty required of your rate before you can be put on the Shore Duty Eligibility List. Any requests submitted before that date will be returned and your name will not make the list. Information concerning the submission of requests for shore duty may be found in BuPers Inst. 1306.20A—Ed.



BOS'N'S PIPE and side boys welcome VADM J. J. Clark, USN, aboard USS Yorktown (CVA 10) at Yokosuka.

Piping Over the Side

SIR: This letter is written to request clarification from a good source of the correct procedure for rendering honors upon an official visit. Specifically:

When piping an official visitor over the side upon his arrival, should the pipe cease when the official reaches the upper platform and has saluted the national ensign?—F. R. F., LTJG, USN.

• When piping an official visitor over the side upon his arrival, the pipe should cease when he has passed through the line of side boys.—Ed.

Army and Navy Medals of Honor

SIR: Has there ever been, or is there now, any difference between the Medal of Honor awarded Navymen and the Medal of Honor awarded Army men?

I contend that there was or is a difference, not in the ribbon, but in the medal itself. Could you set me straight?—D. W. B., HM1, USN.

• You are right. The present Medal of Honor awarded by the Army is different in design from that awarded by the Navy. However, this was not always true. The original Medal of Honor was the same for both the Army and the Navy and was designed by Anthony C. Paquet. The Navy medal was established in December 1861, the Army medal in July 1862. At that time the suspension ribbon for both medals consisted of a blue band over 13 vertical stripes of red and white.

The Navy Medal was suspended by a foul anchor and the Army for that period by a trophy of crossed cannons, balls, sword and the American eagle, with two cornucopias and the arms of the U. S. as the clasp.

On 23 Apr 1904, Congress provided for a new design for the Army. This 1904 design, the same Medal of Honor

being awarded by the Army today, is a bronze star surrounded by a laurel wreath in green enamel. On each ray of the star is a green oak leaf. In the center of the star is Minerva's head circled by the words, "United States of America." The medal is suspended from a bronze clasp inscribed "Valor," surmounted by an eagle holding oak leaves in one claw and arrows in the other. The reverse side of the medal is inscribed, "The Congress to . . ."

On 4 Feb 1919, Congress authorized a new Navy Medal of Honor for WWI service (1917-1918), which was in the form of a Gold Cross pattée (that is, a cross having arms narrow at the center and expanding toward the ends), with a free anchor on each arm. A wreath showing between the arms encircled an octagonal medallion containing the U. S. Coat of Arms within the legend, "United States Navy 1917-1918." The word "Valour" was inscribed on the clasp.

The act of 7 Aug 1942, returned the Navy Medal of Honor to a peacetime as well as a combat award, and also provided "that the design of this medal shall be the same as that adopted in 1861." That first Medal of Honor, identical to the one awarded by the Navy today, is star-shaped in bronze, showing the figure of Minerva (the Union), "wise in the industries of peace and the arts of war." Encircled by the stars of the 34 States of 1861, she holds in her left hand the fasces (badge of authority). The shield in her right hand is driving off the serpents held by the crouching figure of Discord.

The ribbons for the current Medals of Honor of both the Navy and the Army are essentially the same—13 white stars on a light blue field.—Ed.

Verifying Service Records

SIR: Wonder if you could give me a little information regarding article B-2306(4) of BuPers Manual.

The article states that the service record will be verified and checked. I take this to mean two persons, as indicated on the inside front cover where the contents will be checked for accuracy "by" and "with" someone.

In this office we have been making this check by having the personnel officer initial in the "with" space and a yeoman stamp his name, rank and service number in the "by" space.

Are we doing it right?—I. P. P., YN2, USN.

• It is considered that the procedure described in the third paragraph of your letter is correct. The date, station and name and rank of the person verifying the record should be stamped in the space provided on the inside front cover of the service record. The person verifying the record should then place his initials in the last column.—Ed.

Buttons on CPO Coat

SIR: The chief petty officers of this command have been having quite a discussion concerning the date that the chief's blue uniform coat with three instead of four buttons was authorized. Do you have the answer?—J. F. L., AMC, USN.

• Chief petty officers were authorized to wear the officer-type blue service coat with three gilt buttons by BuPers Circular Letter No. 244-45 dated 17 Aug 1945. A transition period until 15 Oct 1948 was prescribed during which time either the four-button or three-button blue coat could be worn.—Ed.

WO Carpenter's Square Insignia

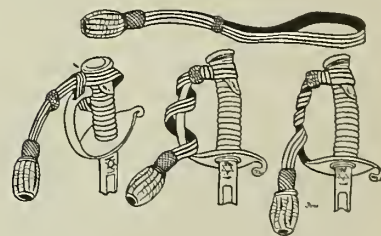
SIR: For some time I've noticed that warrant carpenters attached to the CEC have a different opinion as to the insignia to be worn on the sleeve of the blue uniform above the broken stripe. Some wear the insignia of the CEC while others wear the carpenter's square. Which is correct?—J. W. F., QM3, USN.

• In accordance with Article 0221.2 (b)(7) of "Uniform Regulations," all warrant carpenters are to wear the carpenter's square. This is a change from that previously authorized in the 1947 edition of "Uniform Regulations."—Ed.

How to Mount the Sword Knot

SIR: I would like to know how to wrap the knot on the handle of the sword and how the sword is hooked to the belt.—J. E. S., CHMACH, USN.

• Here's how to mount the sword knot: Pass the bight of the lace up through the hole in the guard of the hilt. Take one turn of the knot clockwise around the end of the handle,



outside the guard, then through the eye of the bight, then twice or more clockwise down around the guard and let the knot hang free. Even up the two parts of the lace and draw the lace evenly tight.

With the belt hook passed through the sword slit on the left side of your service coat, hook the top ring of the scabbard onto the hook of the sword belt, with the handle of the sword aft. Then snap the slings on—short one on the top ring, long one on the bottom ring.—Ed.

Computing WO Retired Pay

SIR: I have two questions which I hope that you can clear up for me. (1) A temporary Commissioned Warrant Officer whose date of rank is prior to 1 Jul 1946 and who subsequently is appointed to W-3 or W-4, transfers to the Fleet Reserve as a CPO at some point between 20 and 30 years' active service. On what pay scale is his retired pay computed when placed on the retired list? (2) Are there any retirement benefits to personnel with original temporary appointments to Warrant Officer or officer status after 1 Jul 1946?—E. N. R., CHIMACH, USN.

• (1) In regard to your first question concerning retired pay, no positive answer can be given at this time as to what pay grade would be used to compute retired pay upon the completion of 30 years' service. The present laws are not entirely clear on this point. Legislation pending before the present Congress is intended to clarify the matter.

(2) As for retirement benefits to personnel with original temporary appointments to Warrant Officer or officer status made after 1 Jul 1946, legislation pending before the present Congress is intended to permit retirement in the highest rank or grade held while on active duty. At present, there is no provision to permit them to retire in higher temporary rank than that held on or prior to 30 Jun 1946 unless serving in rank at time of retirement.—Ed.

Medical Postgraduate Training

SIR: I am requesting additional information on an article in the January 1954 issue of ALL HANDS concerning Reserve medical officers making the Navy a career.

Specifically, if I was accepted for this program after completion of a tour of sea or foreign shore duty, where would I be eligible for a tour of postgraduate training?

If I made application for this program, could I be eligible for a residency prior to my tour of sea duty or foreign shore duty.

Where in the Naval Service could I be assigned a residency in Internal Medicine?—L. R., LT, MC, USN.

• In regard to your first query concerning postgraduate training, as a general rule only career medical officers of the Regular Navy are eligible for assignment to postgraduate or residency training.

In certain critical specialties, however, where there is an urgent need for residents, members of the Medical Corps Reserve may be assigned to training if they have completed two years of active duty as medical officers exclusive of internship, and provided they agree to perform obligated service after completion of training as

Old 'Our Navy' Token Brings Up Subject of Numismatics

SIR: I wonder if you people can give me any information about old coins?

I have one that is called an "Our Navy" coin, dated 1864. It is about the size of a penny and on one side is a ship with 12 stars above it.—S. B. D., USNFR.

• The "coin" you refer to is actually one of the thousands of different "hard times tokens" which came into vogue around 1820 and were in use until shortly after the Civil War. Minted in copper, brass, silver, nickel and other known metals, these tokens were issued by merchants to be used as change when real money was rapidly disappearing from circulation because of extensive hoarding practices. They were never known as money, but served the same purpose. Designs of these tokens were varied, many of

them bearing patriotic designs and legends.

Your coin is one of several types placed in circulation, at the time of the Civil War, which extolled the fighting qualities of the nation's armed forces. A typical one has the words "Army and Navy" inscribed on one side surrounded with a wreath and bearing a crossed-swords-and-anchor design at the bottom, with the legend "The Federal Union—It Must and Shall be Preserved" on the other.

An authority in this field of numismatics says that a person who really wished to know all there was to be learned about these hard-times tokens could spend a lifetime on research since there are tokens still coming to light that have never been classified. They are an interesting reminder of American history.—Ed.

required by current directives. At present one year of obligated service is required for each year of training received in a naval hospital.

The fact that you are eligible, of course, does not in itself assure assignment to duty within the training program. Assignments to specialty training are competitive and are made on the basis of professional qualifications, availability for assignment, and the needs of the service.

As for your second question, Regular and Reserve medical officers in some critical medical specialties may be assigned to residency training prior to completion of sea or foreign shore duty. This again is dependent upon the need for medical officers in the particular specialty in which training is desired.

Residency training in Internal Medicine is provided in naval hospitals located at the following places: Bethesda, Md.; Chelsea, Mass.; Great Lakes, Ill.; Oakland, Calif.; Philadelphia, Pa.; Portsmouth, Va.; San Diego, Calif.; and St. Albans, N. Y.—Ed.

Social Security and Allotment

SIR: My mother is a widow living at home by herself. She is totally dependent upon my Navy allotment which the Government sends her. She will be 65 years old next month. Is she eligible to receive Social Security benefits in addition to the allotment she is receiving?—E. H. T., SA, USN.

• Yes. Your allotment will not affect your mother's entitlement to Social Security benefits. However, if the Social Security should be of sufficient amount to provide for more than one-half of your mother's expenses you would no longer be entitled to a basic allowance for quarters on her behalf.—Ed.

Byrd Antarctic Expedition

SIR: I have heard several rumors about a medal being awarded to persons who participated in the Fourth Byrd Antarctic Expedition in 1946-47. Can you tell me if such a medal was ever authorized by the Navy?—D. M. H., TE1, USN.

• No. The Navy Department has not established a medal for the Antarctic expedition during 1946-47.—Ed.

Duty in Inland Waters

SIR: On 1 Oct 1953, payment of sea and foreign duty pay was suspended for personnel permanently assigned to vessels of the Ninth Naval District (Great Lakes) training squadron.

Since that date we have heard nothing more about whether we were to get sea pay again or if it was to be discontinued entirely. We have a lot of men serving on board this ship who would just as soon return to the fleet as be assigned aboard a ship here with no sea pay.

Also, can you tell me this, if we can't draw sea pay, can we draw commuted rations for the winter period while the ship is tied to a pier all of the time and some of us living at home with our families?—R. M. C., YN1, USN.

• You are not entitled to S&FD pay inasmuch as the Great Lakes are considered as inland waters and members assigned to ships on inland waterways are considered entitled to sea pay only while such vessels are actually operating outside those waters for periods of eight days or more in duration.

As for commuted rations you are again out of luck. Current regulations do not authorize commanding officers afloat to approve commuted rations. In view of the foregoing, the question is answered in the negative.—Ed.

Armed Forces Reserve Ribbon

SIR: I'm inquiring as to the legality of a certain ribbon now being sold in various stores throughout the U. S. I saw this ribbon on sale in Norfolk and on the West Coast. It is called the Armed Forces Reserve Ribbon. I cannot find anything in BuPers Manual or anywhere else about it. Could you tell me if there is such a ribbon and if so, what are the requirements to be eligible for it?—R. E. McK., SN, USNR.

• Department of Defense regulations specify that the 10 years' service required for the Armed Forces Reserve Medal may be in any one or more of the Reserve components of the Armed Forces of the U. S., and the years need not be consecutive. However, the qualifying service must have been performed within 12 consecutive years.

The Armed Forces Reserve Medal is worn on the left breast immediately following all U. S. decorations and service medals and preceding all foreign awards. Further information on this ribbon will be contained in a revision of NavPers 15790.—Ed.

Addressing USNS Military Men

SIR: I am serving aboard a USNS vessel manned by Civil Service employees. The military department aboard numbers some 25 officers and men. The Master of the ship, who is also a Civil Service employee, is addressed as "Captain." My commanding officer is a line lieutenant, with the official title of "Commanding Officer, Military Department." He exercises complete administrative control over the naval personnel aboard. What is the proper title to use in addressing him?

In your "Letters to the Editor" section in the December 1953 issue of ALL HANDS, there was a story which covered USS ships and naval stations very completely but it still leaves me in doubt as to how I should address my CO.—R. J. F., HMC, USN.

• It is not considered appropriate to address the Commanding Officer of the Military Department aboard a USNS vessel as "Captain." Although the Commanding Officer, Military Department, has certain jurisdiction as a commanding officer under the UCMJ, he is considered to be in the category of an Officer-in-Charge. The original orders from BuPers assigns these officers to the MSTs Area Commander for duty afloat. The Area Commander, in turn, orders them to USNS vessels as Commanding Officer, Military Department. In view of this, they should be addressed as "Mister" if a lieutenant commander and below, or by their rank, if a commander or above.

Although the master of a USNS ship is a Civil Service employee, he is still responsible under international law for the safety of the ship and as such is addressed as "Captain."—Ed.



BELL BOTTOMS of another day: At left is depicted a seaman of 1842; at right stands a BM1, 1913-1917.

Bell-Bottom Trousers

SIR: Is there any authentic information available as to the original purpose behind the use of bell-bottom trousers?

I have heard that they were tailored in such a manner so that a person could shed them in a hurry when he was forced to go over the side—G. W. A., MMC, USN.

• In the book "Naval Customs, Traditions and Usage," RADM L. P. Lovette states that the custom of making sailors' trousers with bell-shaped legs originated from the necessity of rolling the pants legs up when scrubbing decks.

"Navy Uniform Regulations" has nothing to say on the subject except that the various regulations since 1897 have included descriptions of trousers which state that they shall be cut "to fit snugly over the hip and down the thigh to two inches above the knee, from which point downward to be cut bell-shaped and full enough to be pulled over the thigh."—Ed.

Fleet Reservist Living Abroad

SIR: At the end of my present enlistment, I will have completed 19 years and six months and I intend to transfer to the Fleet Reserve at that time. As I was married in Australia during the war it is my intention to return to that country with my family upon transfer to the Fleet Reserve. Will the Navy allow me to make my home in Australia and send my retainer pay there? If so will the Navy pay transportation costs for my family and furniture to Australia?—A. L. S., SKC, USN.

• Upon transfer to the Fleet Reserve and release from active duty, you

may select the place you desire as your home under the provisions of paragraph 1150-3, "Joint Travel Regulations." Permission to reside outside the U. S. or its possessions must be obtained from the Chief of Naval Personnel under the provisions of Article H-9303(1), BuPers Manual.

If permission is granted, transportation for you and your dependents will be authorized at government expense. Government transportation will be provided for all or part of the travel outside the U. S., if available, otherwise commercial transportation will be used. Furthermore, if permission to reside outside the U. S. or its possessions is granted, your retainer pay checks will be mailed to Australia.

In regard to the shipment of household effects, the "Joint Travel Regulations" provide that upon transfer to the Fleet Reserve shipment of household goods from the last or any previous permanent duty station and/or place of storage to home is authorized. The term "home" means the place which you select as your home for the purpose of receiving mileage or an allowance for transportation, as the case may be, for your travel.

Accordingly, if you, upon transfer to the Fleet Reserve, select Australia as your home, shipment of household goods, within prescribed weight allowance, may be authorized at government expense.—Ed.

Replacing Good Conduct Medal

SIR: During the evacuation of the Philippine Islands in 1942 I had to leave all my gear behind, including my Good Conduct Medal. Will the Bureau of Naval Personnel reissue this medal to me upon request?—L. P. H., ENC (SS), USN.

• It will be necessary for you to submit to the Chief of Naval Personnel (Attn: Pers E3) a statement, sworn to before a naval officer authorized to administer oaths, concerning the facts which resulted in the loss of your Good Conduct Medal.

It is the policy of the Chief of Naval Personnel to replace a medal only in those cases where the original was lost through no fault or negligence on the part of the owner.—Ed.

Wearing Dungaree Jacket

SIR: After consulting article 1112 of Uniform Regulations I interpret it to mean that the dungaree jacket is proper uniform without the chambray shirt. Is this correct?—J. D. T., AKCA, USN.

• No. The dungaree jacket without the chambray shirt is not generally accepted. Article 1112 of "Uniform Regulations" will be clarified on this point in a later edition.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Tulagi* (CVE 72) — A reunion of the officers who served aboard this ship will be held 29 to 31 July in the Chamberlain Hotel, Old Point Comfort, Va. Further information may be obtained from George F. Shinehouse, Jr., 1500 Commerce Trust Building, Philadelphia 2, Pa.

• *82nd Naval Construction Battalion*—The eighth annual reunion will be held 24, 25 and 26 September at the Hotel Statler, New York City, N. Y. Further information may be obtained from Willard F. Johnson, 339 State St., Albany 10, N. Y.

• *WAVES*—The 12th anniversary reunion of the Waves will be held 14 and 15 August in San Francisco, Calif., at the Hotel Mark Hopkins. Inquiries

should be addressed to P.O. Box 45, San Francisco, Calif.

• *Veterans of World Wars I and II*—A reunion of all "Retreads" will be held in Washington, D. C., on 27, 28 and 29 August. For information, contact Ross H. Currier, 108 Mass. Ave., Boston 15, Mass.

• *73rd Naval Construction Battalion*—The fifth annual reunion of the 73rd Seabees will be held 23, 24 and 25 July at the Biltmore Hotel in Oklahoma City, Okla. Further information may be obtained from Art Wendt, 7536 W. State St., Wauwatosa, Wis.; H. L. Simmer, 1603 Lewis St., Tulsa, Okla., or Howard A. Timmons, 406 W. First St., Bartlesville, Okla.

• *uss Thomas Jefferson* (APA 30) —All hands who served in this ship, from the crew of 1942 to the present, are invited to attend the seventh annual reunion to be held at the Chamberlain Hotel, Old Point Comfort, Fort Monroe, Va., on 21 August. Additional information may be had by writing to Mr. Billie Short, P.O. Box

104, Phoebus, Va., or TSgt A. H. Fisher, Air Force Liaison Office, Staff, ComPhibTraLant, NAB Little Creek, Norfolk, Va.

• *uss Phoenix* (CL 46)—A reunion of all personnel who served in this ship is planned to be held in Washington, D. C., on 3 October. Please address inquiries to CDR R. W. Mindte, USN, 5000 Park Place, Washington 16, D. C.

• *uss Reid* (DD 369)—Men who commissioned or served in this ship between 2 Nov 1936 and July 1940, and are interested in a ship's reunion, time and place to be decided by mutual consent, please contact R. T. Sneed, 1537 North 59th St., Milwaukee 8, Wis.

• *uss Intrepid* (CVA 11)—Participation in recommissioning ceremonies and a reunion of all hands who served aboard this ship is being planned for 18-19 June at the Norfolk Navy Yard. For details, write to LT James T. Clark, USNR, 844 Washington Building, Washington 5, D. C.

No Five Year Enlistment

SIR: Article C-1402(3) of *BuPers Manual* reads, "Except when reenlistments for shorter periods are authorized by the Chief of Naval Personnel, reenlistments under continuous service shall be for a term of four to six years, at the option of the individual concerned." Does this mean that an individual who is in all respect qualified to reenlist, could request to reenlist for five years?—R. R. C., PNC, USN.

• The answer is no. What the article in question means is enlistments shorter than four years. You may remember

that at one time the Navy had two, three, four and six year enlistments. Never five years. Unless two and three year enlistments are authorized by the Chief of Naval Personnel, all enlistments are for a period of four or six years, at the option of the individual.—ED.

Medical Illustrating Technician

SIR: I am a hospital corpsman interested in becoming a Medical Illustrating Technician. Can you tell me how to go about it?—G. R. J., HM3, USN.

• Personnel designated as Medical Illustrating Technicians are generally

those who have had considerable training and experience in that field in civilian life. Should you consider yourself as being qualified in this technical specialty, it is suggested that you submit samples of your anatomical drawings to the Chief of the Bureau of Medicine and Surgery via your commanding officer for a determination as to whether or not you are qualified for designation as a Medical Illustrating Technician. You should also forward, along with your anatomical drawings your civilian school accreditations in this work or in other art work in which you may be accredited.—ED.

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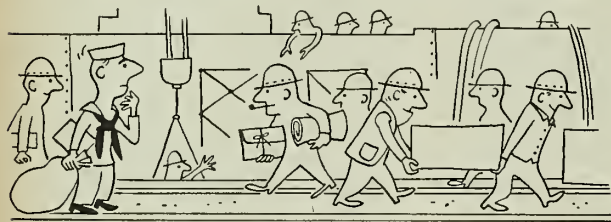
BuShips: World's Biggest Shipbuilder

The following account on the Bureau of Ships is one of a series being published in ALL HANDS to acquaint the Navyman with the bureaus and major activities of the Navy, each of which serves as part of the organization of the sea-going partner on the armed forces team. Already published in this series is an account of the Army-Navy-Air Force organization in the Defense Establishment, entitled "Teamed Together for National Defense" (April 1953, page 31). Another is the story of the Navy's top management and operational organization, working under the Secretary of the Navy and the Chief of Naval Operations, entitled "How Navy's Top Command Team Operates" (June 1953, page 31). A third article is a report on the operation of the Bureau of Naval Personnel, "BuPers Takes a Personal Interest in YOU" (August 1953, page 31).

Look for more articles in this series in future issues.

SOMETIME, SOMEPLACE in your Navy career you probably have received or will receive orders saying in part "... proceed to USS *Strawbottom*, for fitting out and on board when commissioned." This is the Navy's way of saying "New Construction Duty."

With these orders will come your best opportunity



for a close look at the workings of the Navy's Bureau of Ships. This Bureau, like the others, plays an important part in your life. Orders to new construction will show exactly how close and how important "BuShips" is to you.

As soon as you report, your first interest will probably be to get a look at your new ship. So you take a walk past those long piers divided in the middle by crane tracks and cluttered with portable equipment.

Wind your way through hurrying men, twist between lines draped from staging and duck past crane booms. All at once you see it—your ship. It lies naked on the building ways, its frames without covering, its superstructure a scaffolding of bare ribs and cross pieces. Only the stark yellow color of preservative paint covers her metal sides. Over the scene hangs the clamor of riveting guns, chipping hammers and the shouts of men half-smothered in the clang of steel on steel.

Standing there, a little awed by all the noise and activity, you wonder about the guiding hands behind this activity that seems to run so helter-skelter without direction. Perhaps you wonder what brought it all about in the first place, who decided what.

Somewhere along the line, even before BuShips was consulted, your ship was conceived, an embryo of an idea. It began in the minds of certain men who occupy high places in the military hierarchy, who work under the Chief of Naval Operations in the Pentagon Building in Washington, D. C.

A number of things can create a demand for a new ship. A potential enemy has brought forth a new ship type — and nowhere in our Fleet do the means exist to meet this threat with a ship of our own equal in firepower, speed or maneuverability. Or perhaps technology has forced mechanical and electronic marvels into the picture. Or maybe a ship is obsolete and additions and alterations to her machinery and equipment are necessary to make her a fighting weapon to sail against the best an invader can offer. Or perhaps new tactics require a new ship of a particular design.

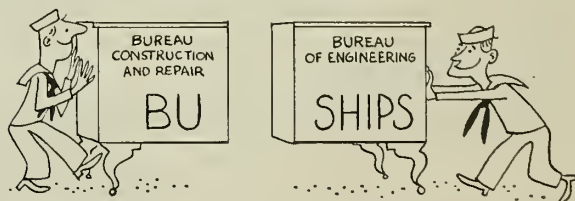


The idea may start in any of these ways. Once it becomes firm, it is passed on to a group under the Chief of Naval Operations called the Ship Characteristics Board, of which BuShips is one of the nine members. Here the idea becomes a ship; a concept becomes a set of practical characteristics.

It's BuShips' job to design and build the ship to meet these characteristics. There is close coordination between BuShips and SCB in these stages, for as the design develops, harsh reality shows some demands that conflict. These two organizations must decide what can and what cannot be designed into the ship's hull.

There is plenty of room within the BuShips organization for your ship to grow. In its 13 years of operations, BuShips has become one of the largest Bureaus in the Navy Department. (BuShips was created in June 1940 by consolidating the old Bureau of Construction and Repair with the Bureau of Engineering). For the remainder of her lifetime your ship will be the responsibility of this Bureau. It was present at her birth; it will build her. It will maintain and improve her. When her days are over, it will scrap or otherwise dispose of her.

This huge organization is skippered by BuShips Chief



Rear Admiral W. D. Leggett, Jr., USN, who has, as his direct assistants, six Assistant Chiefs of Bureau, who are in charge of several divisions.

Getting Your Ship Started

Your ship's growth actually begins in a relatively small part of the Bureau, the Preliminary Design Branch under the Ship Design Division (see the chart under Assistant Chief for Ships). Here, the general characteristics of your ship are roughed out, just as you

would make a preliminary sketch of any object you wanted to build.

Then, one by one, as the design problem broadens out, other divisions under other Assistant Chiefs of the Bureau are brought into the discussion. What metals will be needed in the construction? How about types of wood, rubber, plastics, even gold, silver and precious stones? The Material Control people will find out and report, but more about them later.

Will the Bureau be able to produce or invent the new machines or new equipment needed to perform the functions the Ship Characteristics Board has mapped out? (A large research group helps to provide the answer to this question).

What electronics gear is on tap that is dependable

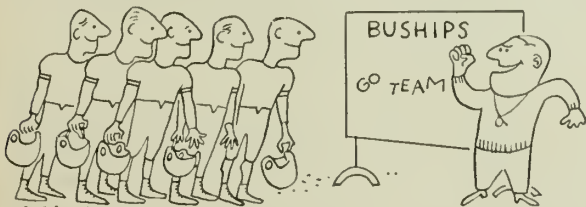


and proven? What about legislation controlling the construction of ships—is there any conflict in the building of this ship?

How about the shipyard or shipyards that will build the prototype of your ship and successive ships. What about the “nuts and bolts” people who will actually be putting the vessel together? Have the shipyards the facilities, the manpower and the time to handle the project in the allotted time?

These are but a few of the problems BuShips faces when it starts to think about building a new ship for your Navy. Soon the answers begin to flow in. Now a second set of characteristics, based on certain changes that have had to be made, is shaped up and sent back to CNO. Is the revised proposed ship okay? Is it long enough? Wide enough? Fast enough? Will it carry enough of the right kind of armament to satisfy the Operations people? Will it cruise far enough?

CNO decides. Maybe a few more changes are made, a few suggestions offered and some headaches eliminated. The time for these preliminaries may be long or brief (probably these records for fast processing were set in World War II when the LST was designed and the



blueprints furnished to builders in a mere 30 days).

Ships Have Characteristics Too

Once the characteristics have been agreed upon and the preliminary design completed, two other branches of the Ship Design Division take up the baton. These are the Hull Design Branch and Machinery Design Branch. Working closely with other experts, sometimes in other bureaus, these branches together whip up the contract plans and specifications which are necessary to give the builder a good idea of what to produce

to satisfy the various needs of the Navy in its missions.

The fourth and final branch under Ship Design is the Conversion Design Branch which has to do with ship conversion. Their work deals principally with the conversion of Merchant Ships to naval use.

So much for the Ship Design Division where your ship is born. Let's look at the other three important divisions under the Assistant Chief for Ships.

Nuclear Power

The newest of these is the *Nuclear Power Division* which was recently moved over from Research and Development. This was a natural move since nuclear power is no longer a dream, but a reality, in Uncle Sam's Navy. This division, naturally, is knee-deep in plans for the utilization of nuclear power for warships and is currently working closely with the shipyard that recently launched *uss Nautilus* (SSN 571) and is now building *uss Sea Wolf* (SSN 575).

Ships Are Typed

No one activity or one person can know all types of vessels and know them well. For this reason the *Ship Technical Division* is divided into separate branches called Ship Branches and Technical Branches.

Ship branches include experts on each type of vessel. There is one for carriers, one for submarines, one for destroyers, one for auxiliaries, and so on. Your



present vessel, whatever it may be, gets plenty of personal attention from one of these groups.

The Technical Branches design and make decisions on your ship's equipment. There are specialists here for each piece of hull, machinery and electrical equipment, for various interior communications and fire control apparatus, for fire fighting damage control, ship salvage, hull and structural arrangements, etc.

Black Gang, Please Note

If you are in an engineering rating, you will be interested in the part of this division that handles the machinery that powers your ship. Piece by piece you can see the engineering plant grow, the boilers installed, the engines mounted, the steam lines run from fireroom to engine room, the maze of lines, pumps and auxiliaries that go into the high pressure system of today's steam propulsion plants. As an electrician you could follow the miles of cable that must be laid from generators to motors.

Note that these experts are not concerned with new construction alone. For instance, the people in the boiler, combustion equipment and heat exchanger branch also handle everyday problems concerning boilers for all types of ships. Should a boiler accidentally explode, for example, it becomes the immediate concern of this branch. Experts will try to determine the cause of the explosion and, if necessary, redesign the offending piece of equipment to prevent such a misfortune in the future. Efficiency, accuracy and safety are the goals

THE STORY OF BuSHIPS

which these technical experts are constantly striving for.

A Lot of Material Goes Into Your Ship

Even before your ship started to take shape, another division, the *Material Control Division* was working to insure that the material necessary for her construction would be available. As we have noted above, this division determines how much of what will be needed to build your ship. For instance, how much steel?

In building the new large carrier, USS *Forrestal* (CVA 59), the experts learned that more than 40,000 tons of steel would be necessary. It's not all one kind



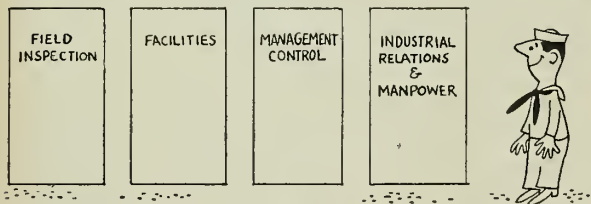
of steel either. Besides carbon steel, there is a good percentage of alloy and stainless steel. Provision must be made so that copper, brass, bronze and other shipbuilding metals are also available when required.

Working the Field

When your ship is in a Navy or commercial shipyard for repairs, you will see part of the activities which come under BuShips' *Assistant Chief for Field Activities*. There are four divisions in this component of BuShips. Collectively they administer the several phases of Navy operations at these shipyards. In the case of commercial shipyards, liaison and inspection of work performed under contract are supervised by a Navy representative who, in turn, is supervised by the Assistant Chief for Field Activities. In the case of U. S. Naval Shipyards, they perform work on Navy ships and also provide transportation, facilities, and equipment you—the ship's complement—need while your ship is in for repair.

The four divisions in field activities are:

Field Inspection Division—This division is responsible for industrial relations and manpower operations in field activities under the management control of the Bureau of Ships, including matters concerning employment, wages and classification, employee relations, la-



bor relations, safety and training, which affect civilian employees. The division also coordinates policies, procedures and action on industrial relations matters at plants of contractors, including such items as work stoppage, wage disputes, production delays, wage and salary stabilization cases, and Selective Service matters.

Industrial Relations and Manpower Division—this division administers civilian labor relations in naval activities. It also handles training of civilian personnel and manages labor relation matters affecting pay, working conditions and such other matters as grievances,

promotions, demotions and incentives.

Management Control Division—This division develops programs for the improvement of organization, administration, procedures and methods used by field activities. It determines budgetary requirements, allowances for military personnel, and ceilings for civilian personnel. Further, it recommends allocation of all repair, construction and manufacturing work under BuShips as well as the preparation of mobilization plans.

Facilities Division—This division determines requirements for shipbuilding, ship repair and industrial plant facilities necessary to carry out the work performed by the BuShips field activities. Then it develops tests, determines specifications and procures industrial equipment, machine tools and hand tools for all industrial facilities sponsored by BuShips. It is also concerned with the operation and maintenance of floating dry-docks.

In addition there are certain laboratories which perform research and development work in connection with equipment and material required primarily for ships of the Fleet.

Of Interest to ETs, etc.

If you are an ET you'll be interested in another vital part of BuShips. This one has to do with elec-



tronics and comes under the *Assistant Chief for Electronics*. This administrator has under him five divisions that procure and distribute all electronics equipment for Navy ships. These divisions also make sure that an adequate supply of electronic spare parts exist, and direct the planning of installations, maintenance and allowances of electronic equipment for naval ships and amphibious craft.

Actually some of what they do starts with you, if you're one of the men behind the electronic gadgets aboard ship. If you and your superiors discover a need for something new in electronics, and start the ball rolling, it will make its way to the doorstep of the *Electronics Design and Development Division*.

There's A Lot Behind the Electron

The Electronic Logistic Division, taking the ball on the first bounce, determines the requirements for and the means of procurement, production and distribution of the electronic gadget under consideration. When the gadget comes aboard ship, the *Electronics Ship and Amphibious Division* directs the installation, maintenance and allowances. The *Electronics Shore Division* is the counterpart of the Electronics Ship and Amphibious Division for shore-based naval installations.

Another office, the *Electronics Supply Liaison Division*, knowing the existence of this particular equipment, keeps an inventory of it and sees to it that there is an ample supply of such equipment on hand.

If all this sounds fairly simple, it's not. Behind the sound of the official words there is a great amount of sweat-producing work to keep up with the constantly changing electronics picture.

Just Looking for the Facts, Ma'am

New ideas come along and must be incorporated. The Bureau of Ships, like the other Bureaus, keeps its weather eye peeled to discover such new ideas, new applications or new developments that may improve the efficiency or fighting power of your ship—not only in electronics either, but in all fields. Each innovation and change has its own effect on your work and efficiency.

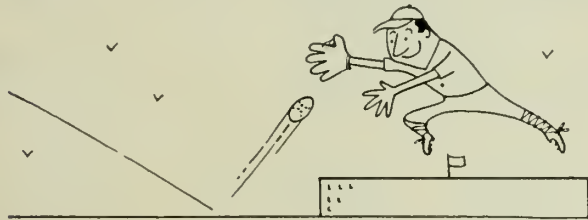
This job is called "research and development"—"research," meaning a study of newly discovered facts, and "development" meaning to unfold these facts more completely, usually with a definite purpose in mind.

The responsibility for research and development in BuShips is delegated to the *Assistant Chief for Research and Development*. He has the following divisions under his control to carry out these responsibilities. Although you may never come into direct contact with these divisions, each one of them has an impact on your life and job in the Navy.

The *Research and Development Planning Division* plans the Bureau's research and development program and determines how much money will be needed to carry it out; the *Materials Development Division*, adapts newly developed materials to Naval use and prepares standards and specifications for a wide variety of materials from fuels and lubricants through plastics, metals, paints, insecticides and even soaps.

Science Applied Here

Then there is the *Applied Science Division*, which investigates methods and techniques for making equipment in our ships more shock-resistant, quieter and



vibration-free; develops camouflage measures and visual detection devices; and analyzes equipment failure data received from the Fleet in order to improve its efficiency and reliability; and the *Technical Information Division*, which gathers, evaluates and distributes technical information for use by the Bureau and its field activities.

Research and development work is carried out in the Bureau's laboratories, or under contract with private industry or universities. Here is a brief outline of the Bureau's eight major laboratories, and the fields they cover:

- *David W. Taylor Model Basin, Carderock, Md.*—Design of vessels, aircraft and weapons; hydromechanics, aerodynamics and structural mechanics. Testing of models in water basins, wind tunnels and water tunnels.

- *Naval Boiler and Turbine Laboratory, Philadelphia, Pa.*—Naval boilers, refractories, turbines, gears, specialized devices and instruments. Testing and development of full scale boilers and steam turbine systems.

- *Naval Engineering Experiment Station, Annapolis, Md.*—Physics, chemistry, metallurgy and electricity, internal combustion engines and special type propulsion machinery, communication equipment and causes of failure of equipment in the Fleet.

- *Material Laboratory, New York Naval Shipyard, Brooklyn, N. Y.*—Electrical, electronic and mechanical engineering, chemistry, metallurgy and physics. Testing, evaluation and development of materials and components.

- *Navy Underwater Sound Laboratory, Fort Trumbull, New London, Conn.*—Sonar, radio, radar, infrared and related physical sciences. Emphasis on underwater sound equipment development and evaluation on shipboard by seagoing scientists.

- *Navy Mine Countermeasures Station, Panama City, Florida*—Countermeasures for mines and tor-



pedoes, methods for locating and destroying mines.

- *Navy Electronics Laboratory, Point Loma, San Diego, Cal.*—Radio, radar, sonar, oceanography, environmental, weapons effects and human factors studies; all types of electronic devices developed, tested and evaluated.

- *Naval Radiological Defense Laboratory, San Francisco, Cal.*—Physical and biological effects of nuclear and thermal radiations on personnel and materials; development of detection devices and decontamination procedures. This spells protection for your ship and you.

Housekeeping and Administration

BuShips also has its *Administration Divisions* called: *Administrative Management, Administrative Services, Naval Personnel and Civilian Personnel*. They are not concerned directly with the building of ships, but handle the "housekeeping" chores, administering photographic services, office services, including mail, telephone, office equipment and supplies, correspondence files, transportation, building maintenance and space, security and printing and binding. They all come under the *Assistant Chief for Administration*.

The Special Assistants

Aside from the Assistant Chiefs and their respective divisions, there are several other offices and special



assistants to the Chief of the Bureau. They are:

- *Inspector General*—Generally a senior admiral who serves as the "eyes and ears" of the Chief of BuShips. He inquires into matters concerning efficiency, operations and economy of the Bureau and its field activities.

- *Technical Assistant*—His job is to prepare manuscripts and maintain a written account of various subjects relating to the work of BuShips.

- *Director of Planning*—A coordinating authority
(Continued on page 34)

INSPECTOR GENERAL
checks on efficiency, operations, and economy

ASSISTANT FOR LEGISLATION AND LIAISON
keeps Bureau informed on legal matters and Congressional legislation

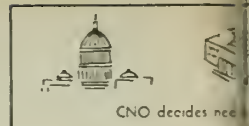
OFFICE OF THE COUNSEL
provides legal advice on contracts and procurement of materials from civilian agencies

CHIEF OF THE BUREAU OF SHIPS
BuShips gets OK from CNO specifications and the over

design construction

DIRECTOR OF CONTRACTS
is responsible for actually buying ships and equipment

DIRECTOR
is liaison betw Chief and As Makes mobilize plans.



'OPERATION HOW THE BUREAU OF SHIPS

ASSISTANT CHIEF FOR SHIPS

is concerned with design, construction, development and maintenance of all Navy ships

SHIP DESIGN

preliminary design	hull design	machinery design	conversion design

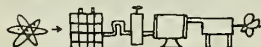
MATERIAL CONTROL

determines how much material needed for present and future



NUCLEAR POWER DIVISION

plans utilization of nuclear power for ships



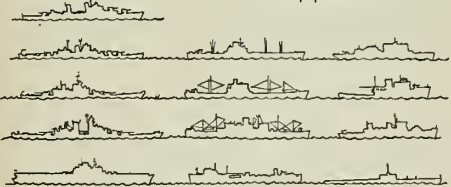
SHIPS TECHNICAL DIVISION

SHIPS BRANCHES

includes experts on ship types

TECHNICAL BRANCHES

includes experts on machinery, ships equipment



ASSISTANT CHIEF FOR FIELD ACTIVITIES

administers Navy operations at shipyards

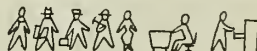
FIELD INSPECTION DIVISION

is responsible for industrial relations in field activities of BuShips



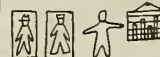
INDUSTRIAL RELATIONS AND MANPOWER DIVISION

administers civilian labor relations



MANAGEMENT CONTROL DIVISION

determines budgetary and personnel allowances



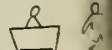
FACILITIES DIVISION

is concerned with industrial facilities and equipment and floating drydock maintenance

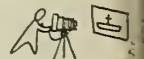


ASSISTANT CHIEF

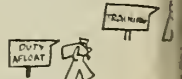
ADMINISTRATION MAN/



SERVICES



NAVAL PERSONNEL



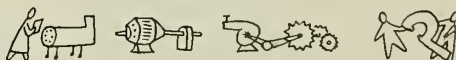
CIVILIAN PERSONNEL



DAVID W. TAYLOR MODEL BASIN, Corderock, Md.



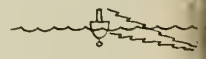
NAVY BOILER AND TURBINE FACTORY, Philadelphia, Pa.



NAVY UNDERWATER SOUND LABOR



NAVY MINE COUNTERMEASURES



PORTSMOUTH NAVAL SHIPYARD

BOSTON NAVAL SHIPYARD

PHILADELPHIA NAVAL SHIPYARD

NEW YORK NAVAL SHIPYARD

NORFOLK NAVAL SHIPYARD

CHARLESTON NAVAL SHIPYARD





or special design

BUSHIPS' AFFECTS YOUR SHIP

job of determining final
ship's entire life.



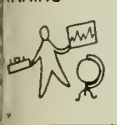
movement

scrap

DEPUTY AND
ASSISTANT CHIEF
OF BUREAU



ANNING



TECHNICAL ASSISTANT

provides written
account of BuShips
work



COORDINATOR OF
UNDERSEA WARFARE

is liaison with
outside activities
concerned with
undersea warfare



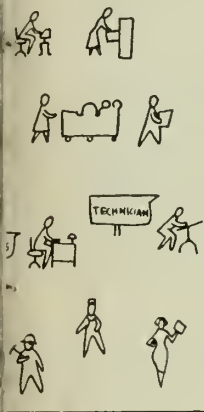
COMPTROLLER OFFICE
administers budget division
and accounting division



PATENT COUNSEL
straightens out
patent rights
problems of
civilian employees



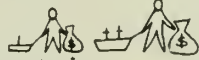
ADMINISTRATION



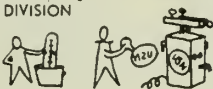
ASSISTANT CHIEF FOR RESEARCH AND DEVELOPMENT

administers Navy operations at Bureau laboratories

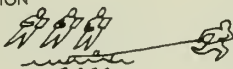
RESEARCH AND DEVELOPMENT PLANNING DIVISION
plans program and
determines amount of funds



MATERIALS DEVELOPMENT DIVISION
prepares specifications
and standards



APPLIED SCIENCE DIVISION
is concerned with
improving efficiency
and reliability



TECHNICAL INFORMATION DIVISION
evaluates and
distributes
technical
information

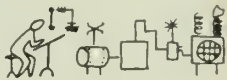


ASSISTANT CHIEF FOR ELECTRONICS

procures and distributes electronic equipment for all the Navy

ELECTRONICS DESIGN
AND DEVELOPMENT

designs and
develops new electronic
items



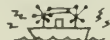
ELECTRONIC LOGISTICS

is responsible for
procurement,
production and
distribution of
electronic gadgets



ELECTRONICS, SHIP AND AMPHIBIOUS DIVISION

directs installation and
maintenance of electronic
items at sea



ELECTRONICS, SHORE

directs installation
and maintenance of
electronic items
at shore stations

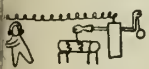


ELECTRONICS SUPPLY LIAISON DIVISION

keeps constant
check on supply of
equipment on hand



Port Trumbull, New London, Conn.



Naval Air Station, Panama City, Fla.



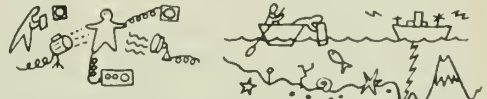
NAVY ENGINEERING EXPERIMENT STATION, Annapolis, Md.



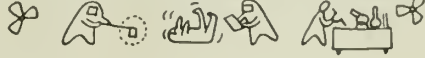
MATERIAL LABORATORY, New York Naval Shipyard, Brooklyn, N. Y.



NAVY ELECTRONICS LABORATORY, Point Loma, San Diego, Calif.



NAVAL RADIOLOGICAL DEFENSE LABORATORY, San Francisco, Calif.



PUGET SOUND NAVAL SHIPYARD

SHIPYARD

SAN FRANCISCO NAVAL SHIPYARD

MARE ISLAND NAVAL SHIPYARD

LONG BEACH NAVAL SHIPYARD

PEARL HARBOR NAVAL SHIPYARD



THE STORY OF BuSHIPS (continued)

between the Chief of BuShips and the various Assistant Chiefs of Bureau. The work, ship design and capabilities of the Bureau must be always concerned with possible mobilization in the event of war and this office keeps such plans current.

- *Coordinator of Undersea Warfare*—This office maintains liaison with other naval activities outside of BuShips concerned with undersea warfare. The design of ships and their capabilities must be kept abreast of advances in submarine design. The task of the Coordi-



nator and his assistants is to see that BuShips designers are aware of the latest thinking in regards to undersea warfare.

- *Assistant for Legislation and Liaison*—Like an attorney acting on behalf of a client, this office keeps BuShips on a straight and legal path in regards to Congressional legislation affecting the Bureau. In addition, Legislation and Liaison are responsible for other matters including technical information, security review and small business programs.

- *Office of the Counsel*—Provides legal advice to the Bureau on the procurement of material and equipment where there are commercial civilian agencies attached or dealt with so that the Bureau might be protected in its dealings with outside agencies in its procurement program.

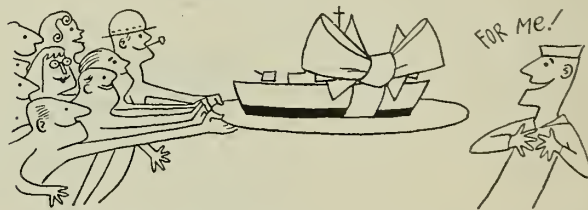
- *Patent Counsel*—If a civilian employee of the Navy Department or BuShips, such as a Navy yard workman, invents something of naval interest, this office straightens out the patent rights involved. Generally

Patent Counsel does not concern itself with the efforts of Navymen, but may be called on for evaluation of anything you as a Navyman submit as your own invention.

- *Director of Contracts*—This division is responsible for issuing invitations to bid on ships and main machinery, electronics equipment and the hull and machinery components which go into ships and boats as well as research and development matters. The division also awards the contracts and administers their execution. In a word, this division is responsible for buying the ships and equipment with which the Bureau is concerned.

- *Comptroller Office*—Consists of two divisions. The *Budget Division* compiles management reports and progress statistics. The *Accounting Division* does the appropriations accounting for higher authority, and the cost analyses of Bureau programs.

That's it—the divisions, branches, units, laboratories, offices and administrative units that together make up the Bureau of Ships. Each has its specific purpose and mission, each mission pointed toward producing and maintaining the best warships in the world.



Coordination, cooperation and organization—these are the key factors, not only within the divisions and branches but also between headquarters and the various field activities, between ships at sea and BuShips ashore.

You have seen how BuShips and many hands together have helped to build your ship and pass it along to you. How it performs—the record it builds in the operating Fleet—is your job.

Oceanograph Laboratory

This month the Office of Naval Research will dedicate a new oceanographic laboratory at Woods Hole, Mass. The laboratory building will be operated by the Woods Hole Oceanographic Institution under contract with ONR.

Erection of the modern, three-story, concrete-frame, brick-face building began early last year under the direction of the Bureau of Yards and Docks. Located on a one-acre tract, the laboratory building contains 26,000 square feet of floor space.

Oceanographic research began at Woods Hole shortly after the Civil War with the establishment of the first permanent sea coast laboratory. As the area was particularly adapted to this type of research, the Marine Biological Laboratory and the U. S.

Fish and Wildlife Service were located there before the turn of the century. Woods Hole Oceanographic Institution was established in 1930.

Early in World War II, the Navy turned to the oceanographic laboratories for help in countering the menace of enemy submarines. There ONR scientists, working on problems ranging from underwater sound to the effect of explosions, helped develop new techniques for undersea warfare that helped the U. S. Navy to win the fight against submarines.

The Office of Naval Research is continuing a strong program of oceanographic research to preserve gains made during World War II and to meet new challenges of undersea warfare. The new Laboratory of Oceanography provides the additional facilities necessary to continue the study.

In addition to their military and operational value to the U. S. Navy, many by-products of the ONR program are of direct benefit to the fishing and shipping industries.

Saves Navy \$25,000 Yearly

Developing a completely mechanized electric accounting form, which eliminates four other forms and transmittal letters, has earned A. L. Szymanski, MAC, usn, a special letter of commendation from the Chief of Naval Personnel.

Less than a month after Chief Szymanski had been assigned to the Personnel Accounting Division of BuPers he came up with the suggestion for a new form to process combined peacetime personnel allowances and wartime personnel complements. It is estimated that this will save the Navy more than \$25,000 yearly.

★★★★★ TODAY'S NAVY ★★★★★

Arctic Expedition

A joint U. S.-Canadian operation will make an oceanographic, hydrographic and biological study of Arctic waters this summer, led by *uss Burton Island* and the U. S. Coast Guard Cutter, *Northwind*.

The two American icebreakers will leave San Diego early in July and are expected to moor at Esquimalt, Canada's Pacific Coast naval base, where they will take on the Canadian party. From there they will proceed to the area of exploration.

Both icebreakers are equipped with helicopters to provide the short-range ice reconnaissance information necessary for easier transit of ice-filled waters.

This year's expedition is a continuation of a study initiated by Canada's Defense Research Board three years ago and marks the second year of joint participation.

It is estimated that the project will be completed late in September. Pack ice along the north Alaskan coast limits operational periods to August and September.

Sailors Make School Shipshape

Wherever U. S. Navymen go they are ambassadors of international good will. A recent example of the Navy's winning ways is the story of two sailors in Japan who used their spare time to repair a Japanese school.

James O. Hedrick, Jr., HM3, usn, and William K. Vittoe, HM3, usn, on duty at U. S. Naval Hospital, Yokosuka, Japan, heard about the run-down condition of a nearby mission school.

When they saw the dilapidated condition of the school, the two sailors decided to turn to and do something about it. Every Saturday for more than a month they donned dungarees and took carpenter tools to the school where they worked with a few industrious students to get the place "shipshape."

For their labors, the pair earned the unending gratitude of the Japanese mission people and the personal thanks of Commander Fleet Activities, Yokosuka.



USS BURTON ISLAND (AGB 1) stopped in ice pack en route to Bering Strait. The Navy icebreaker is scheduled to explore Arctic waters again this summer.

'Operation Tramid'

"Operation Tramid '54" will be climaxed on 19 June when 775 midshipmen from the U. S. Naval Academy and cadets from the Royal Canadian Navy, in company with 2000 U. S. Marines, stage an amphibious landing on the beaches at Camp Pendleton, Va.

The future naval officers and seasoned Marines will "hit the beach" under an umbrella of aircraft. Reinforcement will be supplied by paratroopers from the Army's 82nd Airborne Infantry Division. The landing exercise will be witnessed by approximately 500 cadets from West Point and hundreds of guests.

Prior to the landing, the midshipmen and Canadian cadets will have taken both classroom and afloat in-

structions in all phases of amphibious warfare. The ashore training was given at the U. S. Naval Amphibious Base, Little Creek, Va.

Included in the task force of 35 ships and 14,000 men are an aircraft carrier, a cruiser, destroyers, a cargo ship, attack transports, LSTs, LSDs, LSMRs and other amphibious type vessels. The large combatant ships will provide simulated naval gunfire while aircraft from the Fleet Marine Force and the Air Force Tactical Air Command will provide simulated air support.

The landing will also feature underwater demolition teams of frogmen laying explosives on the beach. Amphibious ships and craft will launch causeways and unload supplies, heavy trucks and tanks.

YESTERDAY'S NAVY



One of the first sea fights of the Revolution took place off the coast of Maine on 12 Jun 1775, when a party of Maine woodsmen in a lumber sloop captured an armed British schooner. USS *Vincennes*, on her maiden voyage became the first U. S. warship to circumnavigate the world. She left New York 3 Sep 1826, rounded Cape Horn to the Pacific and returned, via the Cape of Good Hope, on 8 Jun 1830. U. S. naval vessel *Jeanette*, en route to the North Pole from San Francisco in 1879, was crushed in Arctic ice and sank in June 1881, with a loss of 22 lives.



'EXCELLENT PLUS'—Crewmen of USS *Des Moines* (CA 134) did so well in firing exercises that a 'hashmark' denoting a second award was added to cruiser's E.

Sharpshooting Cruiser

Like the chief petty officer and his crew shown in this photograph, most of the gun crews aboard the cruiser USS *Des Moines* (CA 134) can now stand back and proudly survey a freshly painted "E" on their gun mount, or a new hashmark under the "E" they already have, representing a second award.

After a highly successful gunnery exercise in the Caribbean Sea, the "Daisy Mae" returned with a total of 19 "E's" for her 21 mounts.

The unusual exhibition of gunnery perfection demonstrated *Des Moines'* skill in short and long range firing as well as in antiaircraft and night illumination.

Red-Blooded Navyman

Next time you're asked to donate a pint of blood, think of the example set by Chief Boatswain Lyle W. Livingston, USN, and you'll probably be glad to give. Livingston has donated a total of 68 pints of blood.

If this doesn't sound like much, compare it with this: an average adult, weighing 160 pounds, has approximately six quarts or 12 pints of blood. This means that CHBOSN Livingston has contributed about five and one half times the blood volume of an average adult.

CHBOSN Livingston's donation of 68 pints ranks him as one of the top blood donors in the Navy. His donations have ranged over a period

of 15 years—an average of about one pint every ten weeks.

He has not only set an excellent example for Navymen, but has also recruited many others to donate blood. During 1952-53, while serving as Blood Chairman at the U. S. Naval Base, Philadelphia, Pa., he was instrumental in recruiting 4000 blood donors.

For his untiring efforts in the blood donor program, CHBOSN Livingston has been awarded letters of commendation. At present, he is serving in USS *Randolph* (CVA 15) as Flight Deck Boatswain.

Rescue in Relays

Three U. S. Navy ships in Korean waters ran a "relay race" against time and the weather using a Korean merchant ship as a "baton."

The race began when the merchantman, SS *Centaurus*, ran aground near Pohang, Korea. The ship suffered a gaping hole in the hull and was rapidly filling with water. A jammed rudder hampered efforts to power-steer her off her rocky perch.

USS *Grapple* (ARS 7), USS *Devastator* (AM 318) and USS *Firecrest* (AMS 10) were ordered to the scene when first word of the *Centaurus's* SOS was flashed over the air.

Firecrest reached the scene first and found the Korean ship free of the rocky shore but imperiled by high seas and winds. In darkness and foul weather, the plucky little mine sweeper managed to get a

heavy line aboard the merchant ship and begin the first lap of the race against time.

Despite the fact that the Korean ship weighed ten times as much as *Firecrest*, the ship and her crew stuck with the job and managed to pull the damaged vessel four miles out to sea.

Then *Devastator* arrived on the scene and picked up the baton, continuing the towing at a steady pace. However, after several hours, high winds forced *Devastator* to disconnect her tow line. She then maneuvered to windward of the damaged ship, assuming a position that kept the wind and high seas from swamping the Koreans.

Shortly afterwards, the larger rescue vessel, USS *Grapple* arrived. *Centaurus* was taken under tow again and pulled into a small cove 14 miles away. Within the shelter of the jagged Korean coastline *Grapple* and her crew repaired the damaged ship's hull temporarily and pumped water from the flooded compartments.

Next day the three "racers" and their "baton" started the long pull back to Pusan, worn and weary, but victorious over the elements.

Ersatz Submarine

Construction will soon start on a new synthetic submarine, which will be completely land-based.

Termed a "submarine simulator trainer" the device will be firmly anchored to a land-based cradle and will dive, pitch, roll and turn with the best of them. Many of the effects, however, will be registered only on instruments inside the trainer.

To be installed at the Navy Submarine School, New London, Conn., the simulator will have all the characteristics of the newer submarines. Crew members will be able to get the "feel" of the various controls when the ship is in motion and if it is improperly ballasted or trimmed, the ersatz submarine will list or dive in realistic fashion.

The instructor's control panel will be capable of reproducing almost any problem that is apt to occur in an operating submarine. At the same time the instructor can keep his eye on the students in the sub through a one-way window.

The entire unit will be housed inside a training building and is the largest device of its kind to be ap-

plied to the training of submarine personnel. The dry-land submarine will be built by a civilian shipbuilding company under a contract awarded by ONR.

'Copter Should-a Stood in Bed

Thanks to a Marine sergeant's ingenuity and a pile of blankets, a skillful pilot was able to bring a helicopter without landing gear to a safe landing in South Korea.

The helicopter pilot, Captain John E. Dunphy, USMC, flying with the First Marine Aircraft Wing in Korea, had his landing gear torn off when an engine failure forced him to make an emergency landing in a paddy.

Mechanics flown to the scene dug the 'copter out of the mud and repaired the engine. However, when he learned that it would take several days to take the vital aircraft back by truck, Dunphy decided to fly it out.

After a successful take-off he flew back to his squadron's landing strip where crash crews and fire trucks stood by as he circled the field waiting for landing instructions.

On the ground the quick-thinking line chief of the squadron, Technical Sergeant Harrison R. Dalzell, USMC, had his ground crewmen collect blankets and stack them in layers on the middle of the strip.

Then, with blades beating and engine roaring, Dunphy gently eased his helicopter down to a safe, cushioned landing on the blankets as leathernecks on the ground cheered.



USS QUINCY (CA 71), reactivated during the Korean conflict, goes back into mothballs after two years of active duty. Cruiser was first commissioned in 1943.

Eggs for the Fleet

If current tests being conducted by the Navy are successful, better eggs will soon be on their way to the fleet.

The Navy is testing two egg products. The first is a "thermostabilized shell egg" which is expected to have 60 per cent longer storage life than the oil-dipped egg now used for overseas feeding. This "new" egg is

passed under a 135-degree oil spray for 15 minutes, causing a thin film of egg white to be formed on the inside of the shell. Thus an additional barrier is provided against the entrance of spoilage bacteria through the normally porous shell.

The second of the egg products is dried eggs. The old World War II dried egg had a characteristic off-flavor due primarily to the breakdown of the glucose in the egg. Scientists have found that this glucose can be removed by treatment of raw egg with a baker's yeast or a special enzyme (a chemical substance, produced in living cells, that can cause changes in other substances without being changed itself. Pepsin is an enzyme). Then the egg is dried down to a low moisture content.

In tests to be run at ComDesLant, both enzyme and yeast-treated eggs will be examined and, in addition, each group will be split into those made from fresh eggs and those made from frozen eggs. If frozen eggs can be used to make dried eggs, drying equipment and labor can be used throughout the year instead of following the present procedure, in which valuable drying equipment and experienced help have to be available for the very short time of the year when the eggs are being produced in large quantities.



GUN CREWS on board the aircraft carrier USS Oriskany (CVA 34) stand by their battle stations during training exercises somewhere in the Sea of Japan.

In Touch with Atlantic Fleet

A new 800-foot transmitter tower is being added to the Naval Radio Station, Annapolis, Md.

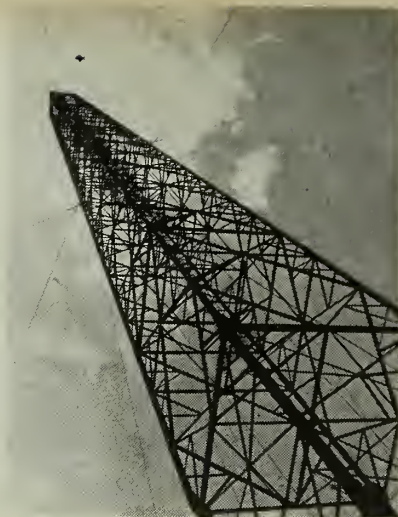
Designed to function as a 50,000-watt radiator, the tower will be 200 feet higher than the Radio Station's standard towers and will be put into use as a low frequency outlet to the Atlantic Fleet.

Shaped like a toothpick, the entire structure, which weighs more than 200 tons, rests on a steel pin approximately three-and-one-half inches in diameter. Eight 850-foot guy lines keep the tower rigid. The guys are galvanized steel bridge ropes one-and-seven-eighths inches in diameter and are stressed at 95,000 pounds of tension.

The huge shaft is scheduled to go into operation in either June or July of this year and will supplement four other transmitters in sending messages to units of the Atlantic Fleet.

Several transmitters are necessary for this job since some ships may be just off the coast while others are thousands of miles away. No single radio frequency is suitable for all the distances involved and the broadcasts must be transmitted simultaneously on several frequencies to insure that the message is received by all interested units.

Ships cruising in the Atlantic will have their choice, depending upon their position, of any one of five frequencies after the new tower is



TALL RADIO TOWER will reach 800 feet when completed. Speck at top is eight-man crew being hoisted aloft.

operating. As a result, there is no spot in the Atlantic area in which a ship can be out of touch with NRS Annapolis.

Summer Cruises

Summer training is now underway for more than 8800 midshipmen from the U. S. Naval Academy and 52 Naval Reserve Officer Training Corps units.

Designed to give officer candidates an opportunity to "learn by doing," the summer training program includes three major practice cruises for approximately 6100 mid-

shipmen of the first and third (senior and sophomore) classes.

The schedule calls further for a summer of aviation and amphibious training, ashore and afloat, for 2350 members of the second (junior) class. The second class program includes a full-scale amphibious operation and a cruise aboard an aircraft carrier.

Also planned for the summer is specialized training at Quantico, Va., for about 350 NROTC midshipmen seeking commissions in the Marine Corps.

On the First Cruise about 1690 U. S. Naval Academy midshipmen and 1320 NROTC midshipmen of the first and third classes will cover this itinerary in the following vessels.

For the first port of call *uss Missouri* (BB 63), *uss Siboney* (CVE 112), *uss John R. Pierce* (DD 753), *uss Thomas E. Fraser* (DM 24), and *uss Gwin* (DM 33) will visit Lisbon, Portugal. *uss Macon* (CA 132), *uss Leary* (DDR 879) and *uss William M. Wood* (DDR 715) will visit Cadiz, Spain. *uss Des Moines* (CA 134), *uss Steinaker* (DDR 863) and *uss Vesole* (DDR 878) will visit Corunna, Spain. *uss New Jersey* (BB 62), *uss Robinson* (DD 562), *uss Healy* (DD 672) and *uss Sigourney* (DD 643) will visit Vigo, Spain.

For their second port of call *Missouri*, *Siboney* and *New Jersey* will visit Cherbourg, France. *John R. Pierce*, *Des Moines*, *Steinaker* and *Vesole* will visit Antwerp, Belgium. *Thomas E. Fraser*, *Gwin*, *Robinson*, *Healy* and *Sigourney* will visit Le Havre, France. *Macon*, *Leary* and *William M. Wood* will visit Rotterdam, Netherlands.

Approximately 1760 NROTC midshipmen of the first and third classes not scheduled to participate in the First Cruise will make the Second Cruise in a training squadron consisting of two groups.

The first group, including *uss Wisconsin* (BB 64), *uss Eugene A. Greene* (DDR 711), *uss Bordelon* (DDR 881), *uss Coates* (DE 685), *uss Parle* (DE 708), *uss Thaddeus Parker* (DE 369) and *uss Burdo* (APD 133) will visit Glasgow, Scotland; and Brest, France.

The second group, including *uss Worcester* (CL 144), *uss Darby* (DE 218), *uss Coolbaugh* (DE 217), *uss Loeser* (DE 680), *uss Delong* (DE 684) and *uss William R. Rush* (DDR 714) will visit Dub-



BOND OF FRIENDSHIP—Men of Royal Hellenic destroyers *Doxa* and *Niki* give thanks to crew of *USS Juneau* for gifts of clothing to children of Greece.

lin, Ireland; and Portsmouth, England.

The Third Cruise of the summer training program will be for 1360 Contract NROTC seniors who will sail in a squadron consisting of the heavy cruiser USS *Pittsburgh* (CA 72) and the anti-aircraft cruiser USS *Juneau* (CL (AA) 119), four destroyers and seven destroyer-type vessels. The squadron will visit Quebec, Canada; and Havana, Cuba.

Amphibious and aviation indoctrination will be given for about 775 USNA midshipmen of the second class and for about 1575 NROTC juniors. The aviation training will be conducted at Corpus Christi, Texas, the amphibious training at Little Creek, Va.

At the conclusion of the amphibious training one half of the Naval Academy second class will board an aircraft carrier for a three-week cruise which will include a visit to Halifax, Nova Scotia. During that same three weeks the other half of the class will receive aviation training at the Naval Academy and will make visits to the Naval Air Test Center, Patuxent, Md., and to activities in the Philadelphia area. At the end of the three-week period the group ashore will go afloat and the group afloat will come ashore.

Return to Iwo Jima

The Navy and Marine Corps played a return engagement in the Pacific recently with the stage an old familiar battle ground—Iwo Jima.

Over a two week period, Task Force 90, the Seventh Fleet and the Third Marine Division conducted a training exercise which included a mock invasion of the rocky island, aerial warfare and sea battles.

Military observers from most major U. S. commands in Japan and Korea, the Republic of Korea and the Republic of China witnessed the Iwo landings from various transports and warships.

Umpires and evaluation teams on the island regulated the progress of the engagement between the "invaders" and the "aggressors."

The simulated battle problem was based on a situation in which an enemy had gained control of many important strongholds on the island. It was the job of the "invaders" to take Iwo away from them.

The Marines went in in waves, following a simulated bombardment



THROUGH THE SURF goes Marine Corps' new assault vehicle, LVTP-5. Designed to replace the old LVT, it is faster, more maneuverable and has a wider range.

of the island by the Seventh Fleet units and rocket-firing ships and aircraft.

To many of the Marines taking part in the exercises it was like old home week. The Third Division had participated in the original assault on Iwo in World War II.

New Version of Neptune

A new improved version of the *Neptune*, the P2V-7, has been put into full production and will soon be added to the Navy's anti-submarine force.

A harder hitting, more elusive model than any of the earlier *Nephtunes*, the P2V-7 is lighter in weight and will have the highest performance of any model of the plane.

Equipped with the latest radar and ASW gear to track down submarines, the new model will pack both depth charges and bombs to destroy the undersea raiders once they have been located.

The increased speed of the P2V-7 is a direct result of two things: Wing-mounted jet "pod" engines which supplement the two regular turbo-compound power plants; and a decrease in weight.

Major design changes are evident in the entire forward fuselage area, where the pilot and co-pilot now have an enlarged work area.

Other innovations are a newly designed and faster operating nose landing gear redesigned wing tip tanks and rearranged interior components.

Amphibian Assault Vehicle

The Marine Corps has come up with a new improved amphibian assault vehicle to replace the old LVT (Landing Vehicle Tracked), which put thousands of Marines ashore in World War II over the treacherous reefs of Pacific atolls.

The new model, the LVTP-5, combines the amphibious qualities of the old LVT with improved speed, range and maneuverability to give future Marine assault forces a mechanized capability never before attainable in the initial phases of an amphibious operation.

Manned by a crew of three, the LVTP-5 is an armored personnel and cargo carrier that can hit the beach with more than two squads of combat-ready Marines in faster time than its World War II predecessor could.

New Hunter-Killer Plane

A new knock-out punch was added to the hunter-killer forces as the S2F-1 completed its carrier qualification aboard USS *Mindoro* (CVE 120).

The S2F-1 is designed as a single-package, hunter-killer aircraft capable of performing the ASW mission heretofore assigned to two aircraft.

Flown by pilots from NATC Patuxent River, two of the S2F-1s went through their paces, convincing observers from BuAer and the Test Center that the plane more than fulfilled the necessary qualifications.



INTER-SERVICE CHAMPS—Andrews AFB beats Quantico Marines (far left). NTC Great Lakes nosed out Camp Chaffee.

Navy Cagers Place in Inter-Service Finals

NTC GREAT LAKES, Navy's representative in the second annual Inter-Service Basketball Tournament, battled its way to the finals only to lose out 91-66 in the championship game to a star-studded Andrews Air Force Base team. Great Lakes had been tabbed as the tournament's dark horse.

In the preliminary game of the single elimination tournament, Great Lakes defeated the Army's Camp Chaffee 90-84. In the other first night game, the hard-luck Quantico Marines again failed in their bid for All-Service honors as they lost to Andrews Air Force Base, Md., 81-77 despite a 39-point production by "Peerless" Paul Arizin.

In the championship game, the Andrews AFB "Rockets" jumped to a 15-11 first quarter lead and were never headed although the spunky Great Lakes squad did move to within four points shortly before the half ended when Andrews moved ahead 36-28.

The red-hot Rockets from Andrews hit on 49 per cent of their field goals while the Great Lakes Bluejackets made good on only 30 per cent of their shots. Combined with this accurate shooting, Dick Knostman, 6-ft. 6-in. Air Force center joined forces with teammate Duane Enochs to take complete control of the boards for the winners. Knostman was also high scorer for

his team with 21 points while Enochs added 16 markers.

For the Navy, Carl McNulty, SA, USN, Harvey Fromme, SA, USN, and Jerry Dwyer, SA, USN, each scored 13 points while Billy Preston, SA, USN, tallied 11 points.

Richie Regan and Paul Arizin paced the Quantico Marines to victory in the consolation game. Regan tallied 29 points and Arizin added 24 as Quantico dumped Camp Chaffee 89-80.

Army's Camp Chaffee, Ark., outfit, a "Cinderella" team in that they weren't organized until 1 Mar 1954, gave Great Lakes a run for their money in the preliminary game. At the end of the first stanza, Army led 22-18 but the smooth operating Great Lakes five stormed back in the second period to go ahead 41-39 at intermission.

The game was knotted 12 times. It wasn't until Camp Chaffee's ace center, J. C. Maze, left the game via the foul route that Great Lakes was able to control the boards and take a lead they never lost. At the three quarter mark, Navy had maintained their two-point half-time advantage, 62-60.

The Army's team aggressiveness under the boards proved its downfall as both teams scored 34 times from the court, but Great Lakes had a 22-16 advantage from the free throw line which provided the Blue-

jackets with their 90-84 lead when the final whistle sounded.

Carl McNulty led Navy in scoring with 23 markers while Harvey Fromme added 16. Chuck Stickles with 22 points and Gerald Moore with 17 were top gunners for the Army.

The other preliminary game pitted the Air Force champions against Quantico, All-Marine titlists, with Andrews AFB winning 81-77. Little (5-ft. 10-in.) Bobby Watson led his Air Force mates to their third victory of the season over the vaunted Quantico Leathernecks. Two of the Air Force victories had come during the regular season.

Watson showed astounding dribbling ability late in the game to thwart any Marine bid to take the lead, and also scored 20 points toward the winner's cause. Jim Mooney, with 15 points, was the only other effective shotmaker for the Marines, outside of Arizin.

Leatherneck Paul Arizin, former Villanova All-America and NBA star, was voted the "Most Valuable Player" in the tournament. Arizin set a new tournament single-game scoring record with his 39-point effort against the Air Force and also wound up as the high scorer in the tourney with 63 points for the two games.

Navy was the host service for the tournament and more than 6000

fans witnessed the two-day affair held at NTC Great Lakes, Ill. A week earlier, Great Lakes basketball fans had been treated to two excellent games in the All-Navy tournament. Making the games even more enjoyable, at least as far as Great Lakes fans were concerned, was the fact that their home team won the Sea Service championship.

ALL NAVY BASKETBALL

It took two years, but NTC Great Lakes finally made the top rung as they defeated the "Invaders" from ComPhibPac for the All-Navy championship. Last season, Great Lakes lost out in the Sea Service finals against the NAS Los Alamitos outfit. (Los Alamitos went on to win the first annual Inter-Service basketball title).

The Great Lakes hoopsters used the free throw line for a 21-point margin and scored a 91-74 victory over PhibPac in the first game of the All-Navy. The Invaders from San Diego outscored the Bluejackets 62-58 from the floor.

Great Lakes took a 6-5 lead early in the first quarter and was never headed. At intermission, the Bluejackets sported a 45-30 lead.

In the third quarter, Monte Gonzales and Roland Minson paced the PhibPac 28-point splurge as the Invaders sliced Great Lakes' lead to eight points at the three quarter mark.

PhibPac continued their hard uphill struggle and moved within three points, 74-71, with six minutes left in the game. But then, the proverbial roof fell on the Invaders. Great Lakes blasted the game wide open as they scored 15 straight points while PhibPac was able to add but three markers before the game ended.

Carl McNulty and Harvey Fromme sparked Great Lakes, scoring 28 and 22 points, respectively. For the Invaders, Leroy Bacher chalked up 17 points while Dave Anderson had 14 and Roland Minson, 11.

The second game of the best-of-three series proved to be one of the most thrilling contests ever staged in any All-Navy tournament. At the end of the regulation time, the two teams were dealocked at 76-all. As in the first game, PhibPac outscored the Bluejackets from the floor but lost 13 valuable points from the charity line.

PhibPac leaped to a 21-15 lead by

the end of the first quarter but Great Lakes rallied in the second stanza to take a 40-36 half-time lead. As soon as hostilities were resumed, PhibPac tied up the score and from that point on, the score was tied 12 different times.

With the score knotted at 76-76, and only seconds left in the game, Roland Minson of PhibPac tried a field goal which fell short and to the left of the basket to set the stage for the climactic overtime.

Great Lakes was not to be denied. When the overtime began, the PhibPac players barely got to touch the ball as Great Lakes sizzled the eords with eight straight points. This scoring spurt secured the second game and the All-Navy championship for the Bluejackets with a 91-84 victory.

The PhibPac Invaders were handieapped in the overtime in that four of their players were out of the game on fouls and three others had four fouls against them. This, however, can't detract from the tremendous spirit and determination displayed by Coach E. L. Ahlwardt's NTC Bluejackets.

McNulty took the All-Navy tournament scoring honors with 55 points followed closely by teammate Fromme with 46 points. Dave Anderson and Leroy Bacher were high for PhibPac, each with 34 points for the two games.

In the All-Navy semi-finals, ComPhibPac won the Western Navy title while Great Lakes repeated this year as Eastern Navy champion.

Here are the other district and fleet champions throughout the Navy:

- First N.D.—NAS Quonset Point, R. I.
- Third N.D.—Cape May, N. J., Coast Guard.
- Fourth N.D. — NSD Bayonne, N. J.
- Fifth N.D.—NTC Bainbridge, Md.
- Sixth N.D.—NAS Jacksonville, Fla.
- Eighth N.D.—NATTC Norman, Okla.
- Ninth N.D.—NTC Great Lakes, Ill.
- Eleventh N.D.—ComPhibPac.
- Twelfth N.D.—NAS Alameda, Calif.
- Thirteenth N.D.—NAS Whidbey Island, Wash.
- Fourteenth N.D.—NAS Barber's Point, T.H.
- Seventeenth N.D. — Kodiak, Alaska.

Eastern Naval District Champion — NTC Great Lakes.

Western Naval District Champion — ComPhibPac.

Pacific Fleet Champion — NAS Barber's Point, T. H.

Atlantic Fleet Champion — Com-ServLant.



ALL-NAVY TITLISTS—NTC Great Lakes defeated ComPhibPac 'Invaders' for All-Navy crown. Great Lakes star, Carl McNulty, SA, USN, scores two points.

SIDELINE STRATEGY

SUMMERTIME Navy anglers are busy oiling their reels, dreaming of the big ones that are to be caught, and reminiscing about the "big ones that got away" last season.

When it comes to fish-tales, however, SSgt Roland L. Lowe, Marine Corps Supply Depot at Camp Lejeune, N. C., takes a back seat to no one. Lowe has the proof of this tale, too, in the 12-pound large-mouth bass he tangled with at Catherine's Lake, N. C., recently.

"This must be a record artificial-bait catch for the states," said Lowe, who in 1951 topped all Tarheel fishermen by hauling in a 10-pounder.

The giant fresh-water bass, measuring 27 inches in length and boasting a full 24-inch girth, struck on the third cast, recalls Lowe, who has a "sure-fire method" for hooking the big ones. The method, used exclusively at night, has already accounted for 10 bass, each topping 10 pounds.

There's one secret Lowe doesn't keep to himself, though. "It's all up to the fisherman," he confides. "You've got to have patience."

★ ★ ★

Another sport which will attract thousands of Navymen this summer is golf. More and more sailors are being initiated into the sport every year. Witness the new golf course recently opened at NAS Whidbey Island, Wash., and another trick 9-hole layout to be opened late this summer at

the Amphibious Base, Little Creek, Va.

The naval service has always had some of the top golfers in the nation. Two ex-white hats are now gaining national headlines for their accomplishments in the pro circuit. Former Seamen Gene Littler and Bud Holscher recently competed in the Master's Tournament in Augusta, Ga.

Out California way, James Key, 22-year-old NAS Alameda sailor made headlines when he set a new medalist record in the 28th annual Alameda Commuters' Golf Tournament, firing a scorching six-under-par in the qualifying round.

Playing over the Alameda Municipal course, Key chalked up 12 pars and six birdies as he scored a 65 over the par 71 layout. The record is all the more remarkable because of the fact that a strong wind was whipping across the links and the recently rained-on greens had dried hard and fast.

Using his hot putter to good advantage, Key holed putts of 10, 14 and 16 feet. Key is no newcomer to the amateur tournaments.

Last year, he was one of the two Navymen invited to play in the famed Bing Crosby Golf Tournament at Pebble Beach where he placed third among the amateurs. As captain of the NAS Alameda golf team, Key led his outfit to the 12th Naval District championship — Rudy C. Garcia, JO1, USN.

JACK WING



Basketball Roundup

Before the final whistle on this year's basketball season, here are a number of records compiled by various ships' teams that deserve mention. Although most of the shipboard teams didn't compete in the All-Navy eliminations, they played some top-notch basketball.

- The carrier *uss Randolph* (CVA 15) captured the Central Area Air-Lant championship only to lose out in a best of four series for the Com-AirLant title against the team from Air Development Squadron Three. The *Randolph* "Bucks" continued their season after arriving back in the Mediterranean, and finished up their 1953-54 basketball season with a record of 56 victories and only six defeats.

- *uss Turner* (DDR 834), although starting late in the season, rolled to eight straight victories. *Turner* hoopsters captured the tournament at Izmir, Turkey, with five straight wins. Other Navy teams in the Izmir tourney were from *uss Chilton* (APA 38), *uss Rockwell* (APA 230) and *uss Libra* (AKA 12).

- The basketball team from *uss Whiteside* (AKA 90) wound up their court season in the Far East with an over-all record of 22 victories against three losses. While averaging 61.7 points a game, *Whiteside* hoopsters defeated such teams as *uss Wisconsin* (BB 64), Sasebo Japan All-Stars, *uss Saipan* (CVL 48), *uss Delta* (AR 9), *uss Yarnall* (DD 541) and the Stockton, Calif., Navy Supply Annex.

- The cagers from *uss Wilkinson* (DL 5) won the 1954 Charlestown, Mass., Armed Forces YMCA basketball championship. The hoopsters from the new destroyer leader which is still under construction, finished the season with a clean slate of 10 wins and no losses.

Surfing Champs

The mixed tandem crown of the International Surfing Championships is now held by Walter S. Hoffman, MA3, USN, of the Pearl Harbor Naval Supply Center, and Miss Joan Jones of Honolulu. Hoffman and his partner won the title in the championship games held at Makaha Beach, Hawaii.

Judging in the surfing contest was based on the rider's ability to select the best breakers, best form displayed while riding one in, including trick and fancy riding, longest ride and number of waves caught.

THE BULLETIN BOARD

Here's Chance to Qualify for NPS and Compete for Academy

DO YOU DESIRE a career as an officer in the naval service? If you do, here's another big opportunity the Navy is offering to enlisted personnel of the Regular Navy and Marine Corps, and members of their Reserve components on active duty.

Qualified enlisted personnel may now be nominated by their commanding officers to participate in the Navy-wide examination for entrance to the U. S. Naval Preparatory School as candidates for appointment to the Naval Academy by the Secretary of the Navy.

The examination for Prep School will be given this year throughout the Naval Establishment on 6 Jul 1954.

Enlisted men of the Regular Navy and Marine Corps, and members of the Reserves who are serving on active duty (except training duty) on or before 1 Jul 1954 are eligible for consideration for nomination according to BuPers Inst. 1530.23A.

Personnel will be examined and selected in accordance with *BuPers Manual* Articles C-1203, D-2308 and D-2309. Candidates must never have been married (and if successful in the examination, must remain unmarried until graduation from the Naval Academy), and must be U. S. citizens.

Each candidate must pass a physical examination in accordance with Article 15-43, *Manual of the Medical Department* and must not have reached his 22nd birthday on or before 1 July of the calendar year in which he expects to enter the Naval Academy.

Men who are nominated to take the examination for Prep School should check BuPers Inst. 1530.18 of 29 Jan 1953 which lists certain books that may be obtained from I & E officers or Special Services officers for use in review for the preliminary examination.

Enlisted men who successfully pass the preliminary examinations and who are selected to attend the Academy session of the Naval Preparatory School will receive orders from BuPers transferring them to



"Whatta ya gonna do? He's hitting .426."

NTC Bainbridge, Md., for duty under instruction.

Transfer to the Prep School cannot be effected unless the candidate has obligated service to at least 1 Jul 1955. Men not having this obligatory service must execute an Extension of Enlistment Agreement for a minimum of one year in accordance with BuPers Inst. 1133.1A and *Marine Corps Manual* para. 5500.

While attending this school, students will receive the full pay and allowances of their particular rates or ranks. The uniform worn at the school is the same as the uniform of the day of each candidate's respective service.

As candidates arrive at Prep School, they are formed into a student battalion patterned after a Naval Academy battalion. Student officers are chosen for the battalion from among the regularly rated petty officers and NCOs of the various services who also attend the school. These rated men have previously displayed their ability to hold their rates and ranks at their various ships and stations.

These men bring with them a wealth of experience gained during their enlisted service and furnish guidance to their less experienced classmates. The student officer billets are rotated during the nine-month course. After the initial selection, all the students are closely observed and at about the end of the second month of school, another

selection of student officers is made.

The battalion organization continues throughout the school year and provides a basis for control, supervision and discipline of the students. Commissioned officers function as battalion and company officers, exactly as their counterparts function at the Naval Academy.

There are 29 officers, both Regular and Reserve, attached to the Prep School. Of this number, 24 are full-time instructors while the other five are the officer-in-charge, his assistant, the battalion commander and the two company commanders.

The entire plan at the Preparatory School is patterned after the Naval Academy. This enables the students from this school to step into the role of midshipmen with a feeling of familiarity and without a sense of confusion.

The hours are long, the discipline is strict and the studies are hard in that four years of high school work are covered in about half a year. The course is not expected to give the candidate a high school education. Its purpose is to review what he should already have learned to prepare him for the entrance exam.

Military discipline is intended to provide the student with a normal transition from enlisted status in the armed forces to that of a midshipman at the Naval Academy. A demerit system, similar to that used at the Academy, is used at the Prep School. Military drills and formations are supervised by commissioned officers but actually carried on by student officers.

The five main departments of the school instruction are algebra, U. S. history, English, plane geometry and physics. All these subjects, except physics, are included in the Naval Academy entrance exam.

An example of the intensiveness of the school is that the minimum amount of high school algebra with which a candidate may expect to pass the algebra entrance exam is three semesters. At the Prep School, the students review, in about nine

HOW DID IT START

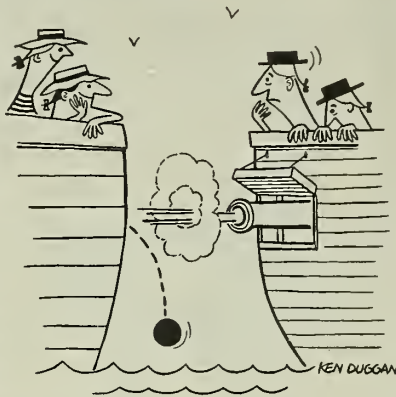
The Nickname "Old Ironsides"

A familiar name in the annals of U.S. naval history is that of the famous 44-gun frigate USS Constitution — affectionately called "Old Ironsides."

How Constitution came to receive her popular nickname is reported in an account by Moses Smith, sponger of one of Constitution's guns during the frigate's historic battle with the frigate HBM (His Britannic Majesty's) Guerriere in August 1812.

Captains of both frigates maneuvered so skillfully during the preliminaries to the engagement that little advantage was gained by either. Then at 6 p.m. a heavy broadside-to-broadside fire was opened at very close range with yards almost square and both ships running before the wind nearly abreast of each other.

Here Smith observed that "several shots entered our hull. One of the largest the enemy could command struck us, but the plank was so hard it fell out and sank in the waters. This was afterward noticed and the cry arose: 'Huzzah! Her sides are made



of iron! See where the shots fell out' " It's been "Old Ironsides" ever since.

Guerriere was the first British frigate in the War of 1812 to strike her colors to an American ship and this victory did much to bolster American morale.

months, topics covered by such a two-year course with particular emphasis on the fundamental principles involved.

Similarly, the English course is a half-year review of the principles of grammar, composition and both American and English literature which are normally covered in three to four years of secondary schooling.

To say that the hours at the Prep School are long is almost an understatement. The day for a student begins with 0600 reveille. He must clean up and be ready for breakfast by 0630. An hour later, he must have his room and cleaning station squared away. Morning quarters are held at 0730 after which the battalion marches to school.

Three hour-long classes fill the time until 1105, after which the battalion again forms and marches to noon meal. Daily inspection is held after the noon meal and afternoon classes begin at 1300. These three classes last until 1600 when varsity and intramural athletics begin. At 1630, those students with demerits are given "extra indoctrination" and the evening meal is down at 1730.

Study hall is observed from 1930 to 2130. It used to be that this study time was compulsory for all students.

However, this has now been changed in that only those students who are failing in a subject are required to study. But the "cramming" is so intense, the instructors report that practically all students take advantage of this study time.

Students are granted "base liberty" during the week until taps is sounded at 2200.

Then come Saturdays and some limited off-station liberty. But before liberty call is sounded, there is the weekly personnel inspection. On one Saturday each month, the students must also stand personnel and material inspection with the Service School Command.

Social activities at the Prep School, however, are not limited to weekend liberties. Four dances are staged for the students each semester. This past year, three of the dances have been formal.

Besides dances, there are many other extra-curricular activities provided for the students. One of these is the school's well rounded sports program. Although participation is not compulsory, it is highly encouraged.

On the varsity level, the Prep School fields teams in football, basketball, track, cross-country running,

wrestling and in some years, lacrosse. The school competes with other prep schools and college freshman teams.

The intensive intramural program includes softball, basketball, touch football and volleyball. Other student activities include band, photography, drill team, school yearbook and print shop.

Also available to the student body are the recreational facilities offered by the NTC Bainbridge Special Services, which include boating, bicycling, golfing and swimming.

This tight schedule is maintained by the students from September until mid-December. By December, all students are more than ready to suspend the academic routine for 15 days of leave. After leave, the academic routine is resumed until the first of March. All extra-curricular activity then comes to a halt, regular recitations cease and all hands commence a series of practice examinations patterned after the regular entrance exams for the Naval Academy, which begin on the last Wednesday in March.

After the final examinations, students are granted another leave period. Upon their return, they begin what is known as the Post Examination Session. This short course is given in the subjects the prospective midshipmen will encounter during their plebe year. This is done to aid them over the first month of the Naval Academy's academic year.

When results of the examination are revealed, the school conducts a graduation week, which simulates, on a reduced scale, June Week at the Naval Academy, with practice parades, presentation of athletic awards and a graduation dance.

Graduation notices are presented to those students who successfully passed the Naval Academy entrance exam at a formal afternoon parade which forms the basis of the graduation ceremony.

A series of awards are presented to outstanding students. The Fleet candidate who obtains the highest average mark on the examination is awarded \$100 by the Naval Academy Class of 1939. The Hamsch Award, presented by Commander Hamsch, usn (Ret.), is given to the student who contributed most to the morale of the school.

VR-8 Is On The Ball, Keeps Its Men Moving Ahead

Navy Air Transport Squadron Eight, based in Hawaii, is an outfit that is going all out to help its men pass the fleet competitive examinations for promotion. The squadron has introduced a program whereby every man in the squadron receives an intensified two-week course of instruction in general military skills prior to taking the exam.

The squadron's Information and Education office runs the program in addition to its regular duties in connection with off-duty, civilian type education.

The knowledge gained in the pre-exam course aids the VR-8 men in passing the military requirements section of the examination.

Professional training, in the form of issuing books and correspondence courses is handled by the I & E office while "on the job" training is

conducted by the various squadron departments.

Since the opening of the school in May 1953, more than 800 Navy airmen have completed their required studies. It is significant to note that of this number, only seven men, less than one per cent, have failed to pass the school's end-of-course test.

How has VR-8's promotion percentage been affected by this program? Results from the examination in July 1953 show that 60 per cent of those who took the examination scored a passing mark. Before the "prep school" was started, barely 30 per cent made a passing grade.

Besides the military requirements training program, VR-8's I & E office also runs the "X" Division. All men reporting to the squadron are placed in this division and receive a one-week indoctrina-

tion course before being assigned to a department.

The instruction given includes lectures and movies on squadron organization, naval history, squadron special orders, squadron history, watch standing, UCMJ, and an explanation of the mission and facilities of all naval and military units in the Hawaiian area. Also, while a man is in this temporary status, he has a chance to square away any personal problems, such as checking his pay account, household effects and getting his family settled in Hawaii.

The VR-8 school run by the I & E has three 25-man classrooms, two movie halls, a library, an instructors' study and two administrative offices.

The school is staffed by seven enlisted instructors, whose combined Navy experience totals over 100 years.

To insure opportunity for the largest quotas of men to further their careers in the service, even though they may not be in the highest percentages for the final selection and entrance in USNA, the Navy encourages the candidates to participate also in the Fleet competition for NROTC candidates. Students are further eligible to take the Coast Guard Academy examination.

Incidentally the preparing of enlisted candidates from the Navy and Marine Corps for the Naval Reserve Officer Training Corps (NROTC) program is the *summer* mission of the Naval Preparatory School.

At the end of the Prep School program, some of the men who were not fortunate enough to have passed their entrance examinations are packing their seabags for assignment to duty. Although they have not reached their goal, they have received an education that will be of lasting value to them in their service careers.

The U. S. Naval Preparatory School (formerly known as the U. S. Naval School, Academy and College Preparatory) is the Navy's third oldest school. Only the U. S. Naval Academy and the Naval War Col-

lege are older.

The Prep School was established in 1915 at Newport, R. I., by BuPers (then known as BuNav) for enlisted men of the Navy and Marine Corps selected to take the competitive examinations for appointment to the Naval Academy under the Secretary of the Navy USN and USNR quotas. Since its beginning in 1915, the school has moved six times and traveled approximately 10,000 miles.

In 1919, SecNav ordered that another school be established in San Diego, in addition to the one at

Newport. Three years later, the East Coast school was moved to Norfolk, where it remained until 1943 when it was transferred to NTC Bainbridge, Md. The school at San Diego, after twelve years' service, was closed in 1931.

From 1943 to 1949 the Prep School was located at Bainbridge. The well-constructed school has the general appearances of the academic buildings at the Naval Academy.

In September 1949, the school was moved back to Newport, R. I., as an economy move since NTC Bainbridge had been deactivated two years earlier.

With the coming of the Korean conflict and the subsequent expansion of the Navy, the school was again moved to Bainbridge in 1951, after that station was reactivated as a Naval Training Center. The school was then made a component of the Service School Command.

Since its opening 39 years ago, the Naval Preparatory School can count thousands of its alumni among the graduates of the U. S. Naval Academy. In the past ten years, for instance, approximately 200 members of each Naval Academy graduating class have had their prep schooling at NPS.



"Now gimme that saw and go back and do it the right way!"

Going to Midway? Port Lyautey? Read About Living Conditions

Traveling to new and out-of-the-way places is a source of never ending adventure for Navymen and their dependents.

Often, however, such orders result in perplexing problems as to what the new duty station will be like and what problems will be encountered. ALL HANDS has tried to keep these problems at a minimum by publishing from time to time information concerning duty in far-away places.

Midway

Here is the latest information for those personnel who may be going to Midway.

Midway is in the middle of the North Pacific Ocean, about 300 miles north and 900 miles west of Honolulu, T. H. The island is not in the tropics, nor is it a "South Sea Island." However, it does have semi-tropical climate due to the effect of the warm-water Japanese current which flows north of the island.

Midway is 3200 miles west of San Francisco, Calif., 3600 miles east of Shanghai and 3800 miles north of Australia.

What should your dependents take for the voyage?

As soon as government transportation is authorized, especially if travel is to be by MSTs transport, a new problem presents itself—what to take for the voyage? Following is the answer:

- Transports provide laundries with modern washers, dryers, irons and ironing boards. However, if your wife is apt to have much ironing or pressing to do, a portable iron will become useful for pressing in her state-room.

- The ship's store will stock standard brands of cigarettes, soap flakes, tooth paste, film in most standard sizes and many other items.

- A special formula room is operated on the ship for the benefit of mothers with small babies. However, if a child requires a special diet you should advise your wife to take along enough of the special food to last through the journey. Parents of young children will find baby harnesses extremely valuable. High chairs are provided.

- On almost any transport voyage, sweaters for all members of the family will be useful during some part of the trip. Slacks may be worn except at dinner. Rubbers or rubber soled shoes are important items as

the decks may be wet much of the time.

- Take along only the essentials—the cabins will be comfortable but not spacious enough for spare gear.

Climate — The rainy season is between mid-November and the end of March. The average rainfall for the rainy season is four inches per month, while the average rainfall during the dry season is .40 inches per month. The average winter temperature is 67 degrees (F) with the low winter temperature about 52 degrees (F). The average summer temperature is 78 degrees with the high about 85 degrees.

During the months of July, August and September, the relative humidity is extremely high, but fresh winds blow steadily during most of the year and keep the island quite comfortable.

The vegetation on Midway usually creates a very pleasant surprise for most new arrivals. Instead of finding a desolate sandpile in the middle of the Pacific, you will discover that the island supports a very luxuriant growth of trees, shrubs, flowers and grasses.

One of the first things you will notice are the Australian ironwood trees which reach a height of 90 feet and which cover about three-quarters of the island. Perhaps one of the most widespread plants on the island is scaevola—a member of the ice plant family. Also to be found on the island are; coconut palms, banana trees, papaya trees, mulberry trees, lilies, hibiscus, oleander and bougainvillea.

Banking — There are no banking facilities on Midway. Before your arrival on Midway, it would be wise to establish either a checking or savings account in the U. S. or in Honolulu.

Clothing — For the most part dependents need only washable clothes and a few woolen clothes for the winter months. Bathing suits, shorts, dungarees and sweaters should be brought along by your wife for thorough enjoyment of the beauties of the island and the wonderful swimming beach.

In general, dress is informal. Gloves, hats and stockings are, for the most part, omitted in the wom-

WAY BACK WHEN

Flotsam and Jetsam

Sometime during your tour at sea you might have seen the cargo or wreckage of a ship floating in the water or washed up on a beach. For lack of a better word, you may have thought of it simply as "junk."

Actually, there are terms, borrowed from English common law, for such debris—"flotsam" and "jetsam."

In the words of a prominent lawyer and judge, Sir Edward Coke, "when a ship sinks or otherwise perishes, and the goods float on the sea," such goods are called "flotsam." Quoting Coke again, "when goods are cast out of a ship to lighten her when in danger of sinking, and afterwards the ship perishes," such goods are called "jetsam."

"Flotsam," of Teutonic origin, comes from the old French word *floter*, "to float," and *flotaison*, "a floating." "Jetsam," also derived from the old French, comes from *getaison*, "a throwing."

The original meaning of "jetsam" was



goods that had been jettisoned or thrown overboard and which later sank. "Flotsam" was unmarked goods found afloat. The terms have come down to us with these meanings and are usually linked together.

en's attire. Bring a good raincoat for every member of the family, with accessories such as rubbers and galoshes. An important item, and not one to overlook is shoes for the children. You should bring a good year's supply of clothes and shoes for yourself and your children.

Communications — No commercial telegraph or cable offices are available on Midway. However, Class "E" messages covering the following subject matter may be sent by any person in service, civil-service, or their dependents via the station communication office (see ALL HANDS, February, 1954, p. 9):

Messages pertaining to life, death or serious illness.

Important business matters not of a recurrent nature.

Messages of important personal matter not of a recurrent nature.

Occasional greetings on important personal anniversaries.

In addition, Midway boasts a very fine amateur radio station which is available to you for contacting friends or relatives back in the States. The station also has a very fine post office and money order facilities are available.

Dry Cleaning — At present dry cleaning facilities are limited, and service is on a four-day schedule.

Educations — Midway School covers the entire curricula for both grade school and high school under qualified instructors. Subject matter for the various class levels are based on the following:

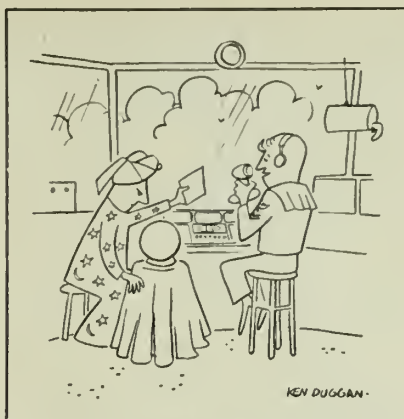
Grades 1-5—Books recommended by the Department of Public Instruction of the Territory of Hawaii.

Grades 6-9—Calvert Home Study courses.

Grades 10-12—American School Correspondence Courses.

Food — Ample quantities of all types of food are available at reasonable prices. Packaged frozen foods are available in modern show cases, and fresh vegetables and fruits are flown in twice a week. In the dairy department, butter, cheese, eggs and fresh milk are available.

Furniture — Government quarters are adequately furnished with special tropical type furniture. Most stateside furniture such as upholstered chairs, studio couches, large expensive instruments etc., deteriorates very rapidly in tropical climates



"This is control tower to XY2. We're checking your position now."

and should not be brought to Midway. A record player with sufficient records will be the source of many happy relaxing moments as will a good radio. The radio station at Midway is on the air 11 hours a day during the week and 12 hours a day on weekends. Woolen or expensive rugs should be left in the States but you should bring ample throw rugs and summer rugs.

Household effects — Quarters have furniture, stoves, refrigerators and a few lamps; however you must bring your own linens, dishes, cooking utensils and small electrical appliances. A washing machine is highly desirable and a good iron is a must. Standard electrical equipment will function on the electrical current at Midway which is 110 volts AC. Basic regulations on transportation of household effects apply in the case of duty in Midway (see ALL HANDS, April 1954, p. 44.).

Port Lyautey

ALL HANDS continues its coverage of overseas living conditions with a report on Port Lyautey, French Morocco. A pamphlet giving more detailed information on this location may be obtained by writing to the Chief of Naval Personnel (Attn: Pers G212), Navy Department, Washington 25, D. C.

Climate — Throughout most of Morocco the air is generally clear and dry. Humidity is low and high temperatures are therefore not unbearable. In summer the weather is clear for weeks on end, broken only by local storms or dust. A rare hot wind, the *sirocco*, brings sudden and extreme rises in temperature but is usually of short duration. Over a

full year the temperature usually ranges between 40 and 92 degrees with the lowest temperatures in January and the highest in August.

Housing — Suitable housing is scarce off the base and only a limited number of quarters are available on the base for both officer and enlisted personnel. Quarters on the base, except for "Billet Quarters," are allocated on a point system based on seniority and time on board. These quarters are of Quonset Hut type and are very comfortable. They are furnished, except for linens, dishes, cooking utensils, table lamps, floor lamps, fans and blankets.

If housing off the base is necessary, permission for dependents to enter the area will not be granted until a six months' contractual agreement for living quarters has been effected.

Electricity — On the base it is 110 volts, 60 cycles. In Port Lyautey and Rabat it is 110 volts, 50 cycles. Those who plan to live off the station should purchase several continental electric plugs before leaving the U. S.

Automobiles — Make arrangements for shipping your car at the Naval Supply Center, Norfolk, Va., or at the Supply Activity in Bayonne, N. J. Check on your insurance to ascertain if it is valid in Morocco. Personal liability insurance is a "must" and is available locally through a French company for about \$35 a year.

Property damage and collision insurance is also recommended and can be obtained locally. Make certain your car is in good repair before leaving the States. Bring along critical spare parts; an extra tire and oil filters also are recommended. Gasoline is available on the base at 12 cents per gallon. Greasing and oil change facilities are available in town. Since your car must of necessity remain out in the weather at all times, it is advisable to have it waxed before leaving, and to ship polishing and waxing equipment with it.

Clothing — An ample supply of warm clothes is necessary for the winter months and clothes suitable for the climate of Southern California will do during the summer. Certain things are hard to come by, mainly in the children's line. Shoes,

blue jeans, socks and good warm clothes should be stocked up on as the Navy Exchange cannot keep up with the heavy demand for children's clothes.

For the men, a full supply of all types of uniforms is mandatory, plus a healthy supply of civilian clothes. It is very desirable for all hands to have civilian clothes to wear on leave and liberty.

Women should bring hats and shoes for all seasons, light and heavy coats and raincoats. They should have plenty of sweaters and dresses for the four seasons. During the summer, play clothes, halters and shorts will be desirable. Clothing and accessories are available at the local French stores, but they usually have sizes varying from those found in the States and are expensive.

Food—There is a commissary open to all military personnel, diplomatic personnel designated by the commanding officer and American civilians employed on the base. It is ample for all needs.

Servants—Arab and European servants are readily available for all families and will work for an average of about \$5 a week.

Medical Care — Limited medical treatment is available for dependents in the sick bay. Local French hospitals are available for cases requiring hospitalization.

Education — The Dependents' School is available for all children from the primary grades through high school, with accredited teachers in charge. It is mandatory that parents bring transfer and grade cards for each child expected to en-

ter the base school. High school students should bring a transcript of their work to date, together with a suggested list of courses for the coming year.

Religious Services — A complete schedule of religious services is held on the base on Sundays and weekdays for all faiths.

Recreation — There is plenty of fresh and salt water fishing but it is advisable to bring your own gear. A nine-hole golf course is available for all service personnel and dependents. Shotguns are available on loan from Special Services for hunting. Partridge, dove, duck, boar and gazelle are found in the back country. No swimming pool is available on the base but bathing and wading is permitted at nearby Mendia Beach during the summer months. There are tennis courts on the base with equipment available on loan from Special Services.

Money—Military scrip is the official currency on the base. Moroccan francs are used in French Morocco. U. S. currency may be exchanged for scrip or francs on the base.

Line and Staff LTJGs on Active Duty Selected for Promotion

The names of 2891 lieutenants (junior grade) of the Regular Navy and Naval Reserve on active duty, who have been recommended for promotion to lieutenant, have been published. Of this number, 1039 officers are in the various staff corps and the remaining 1852 officers are of the line.

There are 21 Wave officers of the line and five in the staff corps who were recommended for promotion.

Individual letters of appointment will be issued by the Secretary of the Navy. It is expected that appointments will be issued by July 1954 to the most junior of those officers selected.

The break-down of those selected in the staff corps is as follows: Supply Corps, including three Waves—266; Chaplain Corps—75; Dental Corps—108; Medical Corps, including on Reserve Wave—267; Medical Service Corps, including one Reserve Wave—35; Navy Nurse Corps—175; Civil Engineering Corps—113.

Of the total of 1785 male unrestricted line officers 1293 are permanent officers in the Regular Navy,

413 in the Naval Reserve and 79 are temporary officers.

Included in the restricted line selection group are three Engineering Duty Officers; 16 Special Duty Officers and 27 Limited Duty Officers.

The promotions of the Reserve officers of the line and all staff corps officers will be effected when their line contemporaries of the Regular Navy are promoted.

The line and staff corps selection boards convened in March and lieutenants (junior grade) considered were those who had reported to active duty prior to 1 Jan 1954 and whose dates of rank were on or before 3 June 1951.

Work Simplification Program Saves Time and Money At Naval Receiving Stations

Navy men in transit through naval receiving stations can look forward to better processing in the future.

It has all come about as the result of the "Work Simplification Program for Naval Units."

This work simplification program makes use of five techniques: work distribution analysis, work count analysis, flow process analysis, motion analysis, and space layout analysis.

Instruction teams from the Bureau of Naval Personnel have visited receiving stations in the continental United States and at Pearl Harbor for the purpose of indoctrinating officers and leading petty officers in these five techniques, and in assisting these commands in setting up the program on a continuing basis.

Pilot studies conducted at Naval Receiving Stations, Washington, D. C. and San Francisco, California, resulted in both a reduction of personnel needed in processing Navy men in transit and a decrease in the time and work involved. As a result of these efforts, transient personnel as well as the Navy benefited by more efficient use of manpower.

The program is designed to assist officers and petty officers in locating "problem areas," analyzing these areas, and installing and maintaining improved work methods to insure the efficient use of the Navy's manpower resources. Personnel and administrative officers interested in the program should refer to NavPers 18359 for details.



"No! Twin brothers cannot retire in ten years."

Changes in Rating 'Quals' Noted For DC, DH and SO Ratings Apply to August Exams

Personnel going up for advancement in rating next August had better check BuPers Notice 1414 of 1 Apr 1954 which contains the advance notice of change 2 to the *Manual of Qualifications for Advancement in Rating*, NavPers 18068 (Revised).

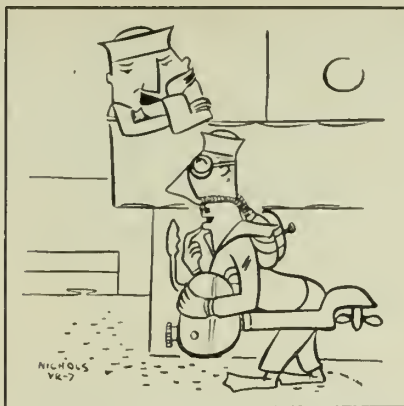
Included in the notice are revised qualifications for the rating of *Damage Controlman* (DC) and qualifications for the new emergency service rating of *Damage Controlman A* (ABC Defenseman). It also contains changes in qualifications for the ratings of *Sonarman* (SO) and *Dental Technician* (DT) and new additions to the *military requirements* for all enlisted personnel.

These new qualifications are being used as a basis for developing the August 1954 examinations for advancement in these ratings. Advance notice of these changes is published in order to enable personnel to prepare for the service-wide competitive examinations this August.

The biggest change has been made in the *Damage Controlman* Rating Code No. 4500. It has been completely revised and includes the new emergency service rating of *Damage Controlman A* (ABC Defenseman), Rating Code No. 4504.

The scope of the new *Damage Controlman* (DCA) rating covers the following: "Detect and decontaminate ship and shore areas, personnel and equipments that have been contaminated by ABC warfare agents. Inspect radiac equipment. Maintain and care for protective and detection equipment. Instruct and supervise personnel in techniques of ABC warfare defense, including the use of personnel decontamination stations and protective shelters. Perform other damage control functions, including fire fighting."

In the changes to the qualifications for *Dental Technicians*, Item 103.3 has been deleted; item 103.5 is changed to read "Supervise lower rated men in performance of duties." Item 201.22 is changed to delete the words "Properties and"; and item 201.23 adds the following "(See notes 1 and 3 on page 11-4)." The changes are contained in Enclosures (3) to the BuPers Notice.



"Ah yes, Dipwater, A.B., Seaman Apprentice, serial number 444 44 44, USN, going ashore early, how nice."

—E. E. NICHOLS, ADAA, USN

Eight new items have been added to the qualifications for advancement of Sonarmen. The rates to which some of the other items are applicable have also been changed. The entire list of changes for the Sonarmen rating is contained in Enclosure (2) of the Notice.

Six new items have been added to the military requirements for ALL enlisted personnel. Here is the summary of these changes:

- Added under Item 101 for pay grade E-2:

Demonstrate ability to use ABC warfare protective equipment such as masks and clothing.

Identify standard markers used to denote ABC warfare contamination.

- Added under Item 101 for pay grade E-3:

Describe early symptoms of contamination of personnel by chemical warfare agents.

- Added under Item 201 for pay grade E-2:

Procedures to be followed in removing clothing at personnel decontamination stations.

- Added under Item 201 for pay grade E-3:

Early symptoms of exposure by chemical warfare agents.

- Added under Item 201 for pay grade E-7:

Purpose and use of ABC warfare detector devices such as survey meters, dosimeters and sampling kits.

It should be noted that in the items above, the pay grade listed is the *lowest* pay grade to which the

item is applicable. *Personnel in pay grades higher than those listed must also know this information.*

The qualification for advancement in rating are periodically revised in order to meet the operating needs of the Naval Establishment. The revision of rating qualifications summarized above are based on recommendations of the 1952 Rating Structure Review Board and on recommendations of interested bureaus and offices of the Navy Department.

Navy Wins Fourth Safety Award; Five Bureaus Are Honored, Too

The Department of the Navy has received the National Safety Council's Award of Honor for the fourth time in recognition of the Navy's annual safety record.

The Navy Department previously won the NSC award in 1952, 1950 and for its safety record in World War. II. Qualification for the award requires an average reduction of 10 per cent in accident rates from the combined averages of accident rates for the previous two-year period.

At the same time, five Bureaus of the Navy Department were presented Secretary of the Navy safety awards for outstanding achievements in industrial and motor vehicle safety last year.

The Bureau of Ordnance and the Bureau of Supplies and Accounts received both industrial and motor vehicle safety awards. The Bureau of Aeronautics and the Bureau of Naval Personnel received industrial safety awards and the Bureau of Yards and Docks received the motor vehicle safety award.



"Never mind, Joe, ... I found one."

Veterans' Benefits Have Cut-off Dates; Check Those Deadlines

If you are a veteran of World War II or the Korean conflict—and most Navymen are one or both—you are entitled to certain Federal veteran benefits.

Some of these benefits evaporate with the passage of time. That is to say, you may lose these benefits unless you take advantage of them while they are "live."

To help you, listed here are the deadlines of various veteran benefits so you may know the time limits imposed. Note that there are benefits to you as a "veteran"—that is, upon separation from active service.

• **Unemployment Compensation**—For Korean veterans only. The waiting period is 30 to 90 days after discharge, depending on the amount of entitlement to Mustering Out Pay. Your eligibility for this compensation is subject to state unemployment compensation law and regulations of the U.S. Department of

Labor. Deadline on this benefit is five years after a date to be fixed by the President or Congress. Apply to Unemployment Compensation agency of state concerned.

• **Applying for Your Old Job**—Within 90 days after discharge. Apply to former employer for reinstatement.

• **Reinstating NSLI**—Within 120 days after your separation from service. No physical exam is necessary.

For reinstating permanent insurance under certain conditions, there is no physical exam, if you apply for reinstatement within 120 days after your separation.

For NSLI term insurance there is no physical exam necessary, under certain conditions, if applied for within 120 days.

For those granted a service-connected disability, the deadline is one year from the date service connection of such disability is determined

by the Veterans Administration. Apply to local VA office.

• **Mustering Out Pay**—Deadline is 15 Jul 1954, for service personnel eligible and separated *before* 16 Jul 1952 (Mustering out payments were not begun until 1952). For personnel separated after 16 Jul 1952 mustering out payment is automatic. Write to Central Pay Accounts, Field Branch, BuSandA, Navy Dept. Cleveland 14, Ohio.

• **Starting Education or Training under GI Bill**—For World War II vets, within four years after discharge; for Korean vets by 20 Aug 1954, or two years after discharge, whichever is later.

World War II disabled veterans may start vocational rehabilitation any time after discharge and must complete it by 25 Jul 1956; Korean disabled veterans may start any time after discharge and must complete rehabilitation within nine years after a date to be determined by the President or Congress. Details may be obtained from local VA office.

• **Completion of Education or Training Under GI Bill**—Korean veterans must complete training within seven years after their discharge, or the end of the emergency, whichever is later. World War II vets must complete it by 25 Jul 1956. Persons who enlisted or reenlisted between 6 Oct 1945 and 5 Oct 1946 have until nine years after discharge from such enlistment or reenlistment. Check with local VA office.

• **G.I. Loan**—For Korean veterans, deadline is within 10 years of a date to be fixed by the President or Congress. For World War II veterans deadline is 25 Jul 1957, except for persons enlisting or reenlisting between 6 Oct 1945 and 5 Oct 1946 who have until 10 years after discharge from such enlistment or reenlistment to use their loan guaranty rights. Apply to local VA office.

• **Appeal for Review of Discharge**—Within 15 years after discharge, or 22 Jun 1959, whichever is later. Apply to Board of Review of Discharges and Dismissals, Dept. of Navy, Washington 25, D. C.

• **Disability compensation**—No deadline. Apply to local VA office.

• **Burial Benefits**—Your survivors have until two years after permanent

Alameda Nominates Its Candidates for Navy Oscars

The NAS Alameda station newspaper "The Carrier" published a sequel to the recent awarding of "Oscars" in movieland. The paper had its expert on ham and hallucinations, J. Kleighed Pflashbub, make his selections for top honors.

The article by Mr. Pflashbub, printed in the 2 April edition, read as follows:

Motivated by the recent wholesale distribution of gilt statuary to Hollywood stars—the annual Oscar awards—The Carrier's expert, J. Kleighed Pflashbub, herewith presents his nominations for the top NAS characters and actors during the year:

Best Actor: Seaman explaining "his side of the story" at Captain's Mast.

Best Actress: An LST trying to make like a destroyer.

Best Direction: Out the nearest liberty gate.

Best sound man: That guy in the next bunk whose A-flat snore is A-natural-foghorn.

Best Producer: The Paymaster.

Best Supporting Actor: The guy who stands by for you when you have a big date ashore.

Best Supporting Actress: A destroyer on plane guard duty.

Best Picture: The one you think you see every time you look into the mirror.

Best Music: The imaginary violin aria in the background when you tap your buddy for a sawbuck till payday.

Best I go now.



burial to file application for certain financial compensation. Apply to local VA office.

In addition there are deadlines for other miscellaneous Federal veteran benefits.

These are:

- **USAFI Courses**—World War II or Korean veterans have until nine months after discharge, but a person must have submitted at least one lesson while in the service to be eligible to complete the course and take the end-of-course test. Apply to Director USAFI, Madison 3, Wis.

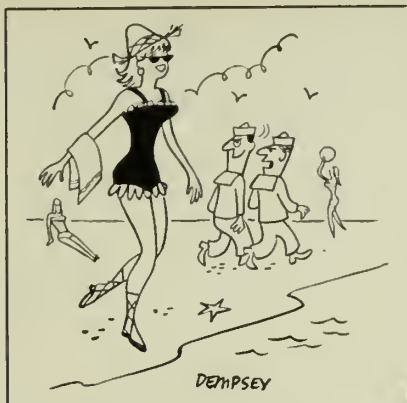
- **Non-government Insurance Policies**—Veterans have until two years after discharge in which to pay all premiums on non-government insurance policies on which payments were deferred and guaranteed by the Government under the Soldiers' and Sailors' Civil Relief Act of 1940, as amended. Apply to home office of insurance company concerned.

- **Homestead Rights**—Until 27 Sep 1954, World War II vets have preferred right of application for 90 days prior to general public for homestead entry on public lands reopened or reclamation projects opened for settlement. Surviving unmarried spouse or minor children of deceased veteran are entitled to the same rights. Veterans of any war have various other rights under various Homestead Acts. Apply to Director, Bureau of Land Management, U.S. Dept. of Interior, Washington 25, D. C.

- **Motor Vehicles for Disabled Veterans**—Until 20 Oct 1954, or within three years after separation from active service, whichever is later, applications for vehicles are accepted from veterans with certain disabilities. Apply to local VA office.

- **VA Hospitalization**—Medical and dental treatment, domiciliary care and out-patient treatment and prosthetic appliances are continuously available for veterans having service-connected disabilities requiring such care or appliances. Apply for admission to a VA hospital or to local VA office.

- **Social Security**—Veterans with service between 16 Sep 1940 and 30 Jun 1955 receive wage credit of \$160 a month for military service during this period for the purpose of calculating old age retirement and survivor's benefits. Information on



"As I was saying—before I was so rudely interrupted . . ."

whether you or your dependents are eligible for this benefit may be obtained from local office of U.S. Social Security Administration (Social Security Board).

- **VA Benefits Due Veteran at Time of his Death**—Within one year after death of veteran, eligible survivors may file claim to accrue or collect VA benefits due him. Apply to local VA office.

Floor (Not Deck) Cleaning Has Navy Asking Army Aid

A floor cleaning job so big that it takes the combined forces of the Army and Navy is now underway at Pearl Harbor, T. H.

The floor in question is the bottom of the harbor and the Navy called on the Army to supply the vacuum cleaner — the Corps of Army Engineers' hopper-dredge, the *Biddle*.

The 35-foot hopper-dredge, with a crew of 80, is one of the largest of its kind. It operates much like a huge vacuum cleaner.

The mud and sand are picked up by means of drag pipes and deposited in hoppers. The dredge is then taken far out to sea and the hoppers are dumped.

This is only the second time in Pearl Harbor's history that the feat has been undertaken, inasmuch as only minor streams feed into the harbor and the many ships going in and out tend to keep the sand and mud from forming sand bars, because of the disturbance of the harbor's flow by ships' propeller wash.

Priority-of-Retention Lists Will Be Set Up for Reserve Officers by Review Board

Under the provisions of Alnav 8 and BuPers Notice 1926, a special Reserve Officer Review Board, which convened in April, will establish priority-of-retention lists for all Reserve Officers serving in the grades of lieutenant and above (with certain exceptions) who are on voluntary extended active duty.

These lists will supersede lists set up by a similar board in 1953 and will become effective in fiscal year 1955 (that is, the year beginning 1 July 1954).

The board will also review requests for assignment to, or retention in the TAR (Training and Administration of the Naval Reserve) program.

Further, the board will recommend priority of issuance of active duty agreements to certain Naval Reserve Officers as outlined in Alnav 6-54.

Following completion of the board's work, the Navy will release to inactive duty approximately 1000 Naval Reserve officers now serving voluntarily on active duty. Such involuntary release, the Chief of Naval Personnel states, does not reflect adversely upon any Reserve officer under this program.

At press time plans called for the letters of notification of release to be in the mail by 1 June. However, unless the individual requests early release, it is not considered that any of the releases will be effected prior to 1 Oct 1954.

The priority-of-retention lists will supersede all lists announced in Alnav 36-53. However, release-from-active-duty dates of officers in the following categories will be determined as indicated below, and will not be controlled by the lists established by the Review Board. These categories will include:

- Those officers, except officers of the Medical, Dental, and Nurse Corps, who are within two years of establishing eligibility for retirement as of 1 Oct 1954 under Public Law 305 (79th Congress) or Public Law 476 (82nd Congress). These officers will be retained on active duty until they are eligible for retirement.

- Those officers, except officers of

the Nurse Corps, who twice fail of selection for promotion while on active duty. They will be released involuntarily on the first day of the fifth month after approval of the selection board report on which they fail for the second time.

- Male officers, except officers of the Medical and Dental Corps, of the grade of commander or lieutenant commander who will reach the ages of 58 or 52 respectively. These officers will be released during the month following the month in which these ages are attained.

- Wave officers, except Medical officers, of the grades of commander or lieutenant commander and below, who reach the ages of 55 or 50 respectively. These officers will be released during the month following the month in which these ages are attained.

- Officers in the grade of lieutenant and above who have a planned "RAD" (release from active duty) date during fiscal year 1955.

These officers will be released from active duty in accordance with planned RAD dates (these dates in general reflect their previously expressed desires). In the future, no requests for extension of active duty received from officers in the grade of lieutenant and above who have a planned RAD date can be approved, except requests for active duty agreements in accordance with Alnav 6-54, plus requests from officers of the Medical, Dental and Nurse Corps.

In addition to the above, the involuntary release of any officer may be ordered by the Chief of Naval Personnel at any time on the basis of unsatisfactory performance of duty.

The Review Board will list the names of officers recommended for retention in, or assignment to, the TAR program, and will also recommend priority of issuance of active duty agreements by grades and categories of Reserve officers from among those who apply in accordance with Alnav 6-54.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 9—States that excise taxes on items sold in Ship's Stores afloat and Marine Corps Exchanges will be adjusted as the result of the decreased rates recently made law.

No. 10—Concerns safety precautions to be taken with hydro-pneumatic machinery and high pressure air, oxygen and hazardous gas systems to prevent explosion.

No. 11—Extends until 1 Nov 1954 the deadline for eligible personnel to make an election under the new annuity plan, the "Uniformed Services Contingency Option Act of 1953."

No. 12—Announces the convening of a selection board to consider for temporary promotion women officers of the Regular Navy to the grade of lieutenant commander.

BuPers Instructions

No. 1120.3B—Outlines the requirements and method of application for appointment of Naval Reserve Medical and Dental officers in the Medical or Dental Corps of the Regular Navy.

No. 1120.11A—Revises and brings up to date eligibility requirements and processing procedures for enrollment of enlisted members of the naval service in the Officer Candidate School at Newport, R. I.

No. 1120.15A—Establishes procedure for qualified men and women of the Regular Navy to apply for appointment to the grade of ensign, 2300, in the Administration and Supply Section of the Medical Service Corps of the Regular Navy.

No. 1414.1B—Concerns the hearing requirement for sonarmen.

WHAT'S IN A NAME

Ships Named for Norfolk

The commissioning of the Navy's newest in destroyer-type ships, *USS Norfolk* (DL 1), brings to mind the earlier ships named in honor of the Virginia port city.

Actually one wasn't a ship at all but an oar-propelled galley which saw service in the Virginia State Navy in 1776. The other, probably the first actual ship to bear the name, was *USS Norfolk*, an 18-gun brig built by the city of Norfolk for the "public service" at the beginning of the war with France in 1798. She was later purchased from the city by the Federal government, thus becoming a "United States Ship."

Though not too much is known about the galley *Norfolk Revenge*, it is reported that she was built in 1776, at a time when the government of Virginia was gathering together a naval force of sorts to protect herself from the British.

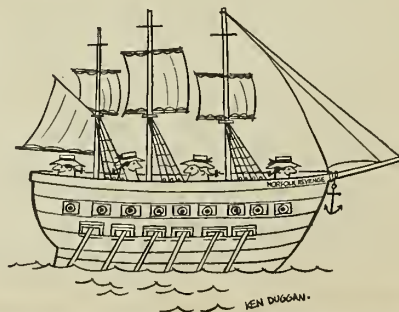
The galley's exact dimensions are not known either, but she was a comparatively small craft, propelled by oars. Heavily armed for her size, *Norfolk Revenge* was used chiefly as a picket boat, patrolling the still and shallow waters of the bays, rivers and inlets in the Hampton Roads area. In May 1778 she was sunk in action in the Nansemond River, but was later raised and put back into action.

The brig *USS Norfolk*, was manned by a crew of 140. She took part in numerous en-

gagements between 1798 and 1800, the most colorful of which was the capture of the French privateer sloop *Vainqueur* off Guadalupe. Soon afterward, however, in November 1800, she was sold.

Still another vessel to honor the city of Norfolk was *USS Norfolk Packett*, a 349-ton mortar schooner. This ship, armed with five guns, was purchased by the Navy in 1862 and saw service during the Civil War in the South Atlantic Blockading Squadron. She was sold in 1865.

Now, more than a century and a half since the first *Norfolk* was commissioned, another *Norfolk* will slide down the ways late this year. Small though the first ones were, they set a fighting precedent for their present-day namesake.



No. 1430.4B — Provides for the identification of strikers in correspondence, records and documents.

No. 1530.23A — Authorizes commands to nominate enlisted men to participate in the Navywide preliminary exam for assignment to the U. S. Naval Preparatory School as candidates for appointment to the Naval Academy.

No. 1611.5—Introduces a revised Officer's Fitness Report and gives instructions for its use.

No. 1910.5B — Contains instructions governing the separation of enlisted personnel on active duty in the Regular Navy and Naval Reserve program.

No. 5511.4 — Concerns safeguarding test materials that, although not classified, need to be kept locked up.

BuPers Notices

No. 1414 (1 Apr 1954)—Contains changes to the *Manual of Qualifications for Advancement in Rating* relating to the ratings of Damage Controlman, Sonarman and Dental Technician, and military requirements for military personnel.

No. 1640 (1 Apr 1954)—Concerns the records and reports that must accompany a court martial prisoner to the retraining command.

No. 1412 (6 Apr 1954)—Gives the list of officers of the Regular Navy and Naval Reserve on active duty selected for temporary promotion to the grade of lieutenant.

No. 1400 (8 Apr 1954) — Announces the convening of a selection board to select for promotion officers to the grade of lieutenant in the line and Staff Corps of the Naval Reserve.

No. 1418 (9 Apr 1954)—States that all servicewide competitive exams not classified "Confidential" will be marked "For Official Use Only."

No. 5510 (14 Apr 1954)—Concerns downgrading of certain training publications.

No. 1412 (15 Apr 1954)—Gives

a second list of officers of the Regular Navy and Naval Reserve on active duty selected for temporary promotion to the grade of lieutenant.

No. 1751 (15 Apr 1954)—Disseminates information concerning unjustified and fraudulent claims for Basic Allowance for Quarters on behalf of the parents of naval personnel.

No. 1520 (20 Apr 1954)—Makes slight changes in BuPers Inst 1520.32 which gives a list of schools under control of BuPers that offer training courses for officers.

Congressional Action Taken On Bills of Importance To the Naval Establishment

Here is the latest roundup of legislation of interest to naval personnel to come out of the second session of the 83rd Congress.

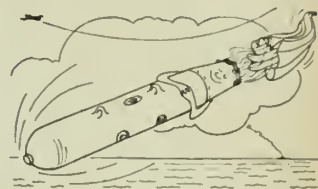
This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The following list includes Congressional action covering the month since the last roundup.

Further information on legislation pertaining to the Navy and naval personnel will be carried in forthcoming issues as action is taken.

Limitations on Officers — Public Law 349 (evolving from H.R. 7103): provides for a limitation on the number of officers who may serve in the commissioned grades of the Army, Navy, Air Force and Marine Corps. It substitutes for the present flat percentage of officer strength a table of numbers of officers above the grade of lieutenant allowed for various total officer strength levels. The bill is based on the principle that as the size of the Navy, for example, increases, the proportion of senior officers in it will decrease. The new law provides "permanent guide lines" to replace certain arbitrary limitations attached to the last three Defense Department appropriation acts. It also repeals current restrictions on the voluntary retirement of Regular Navy officers.

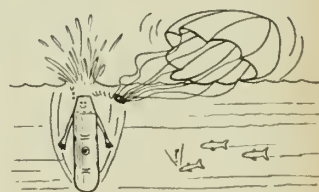
Annuity Plan — Public Law 346 (evolving from H.R. 8539 and S. 3209): Extends the deadline for decision on whether or not to enter the new "Uniformed Services Contingency Option Act" from 30 Apr

When modern mines take to the air they must be dressed for the occasion. In fact the well dressed air-dropped mine wouldn't be caught without a parachute. It's not just a question of pick-



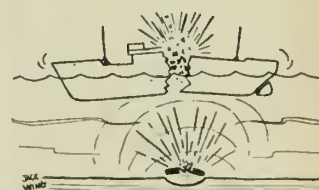
ing up a parachute and attaching it to a mine either. Each mine must have a parachute designed for its particular problems and weight.

The purpose of the parachute is to slow the rate of descent of the mine and to stabilize it when released from high-flying super-speed aircraft so that it is not damaged on contact with the surface of the sea. There are many



factors to be considered in the design of such a parachute. The strength of fabric required, its ability or lack of ability to absorb water, the types of seams, the types of stitches, the proper shroud lines, the kind of reinforcing tapes.

All these requirements are determined by the size, weight and conditions under which the mine will be used. The parachute, which is attached to the mine by a toggle, is released by action of the water dragging the hinge pin from the coupling arm. The



parachute itself, is deliberately made heavier than water so that it will sink and not betray the presence of the mine. The mine sinks to the bottom and, depending upon its type, lies in wait for its unsuspecting victim to appear.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (c) Georing class.
2. (c) June 1945.
3. (a) Hydro-skis.
4. (c) 1886. A French count named Del'Ambert obtained the first patent in that year.
5. (a) Flight deck landing lights.
6. (b) September 1950.

1954 to 30 Nov 1954 (except for persons on the Retired List who have already had to make their decision.)

Warrant Officers — H.R. 6374: passed by House; establishes a career program for warrant officer promotion and retirement similar to the program now in existence for commissioned officers. The new bill would eliminate many of the discrepancies under present regulations and would organize the warrant programs of all the armed services on the same basis, prescribing uniform time-in-grade requirements for promotion, instituting a selection system for promotion and revising and consolidating regulations for retirement or discharge with severance pay if passed over and not reenlisted.

Foreign Decorations — H.R. 6051 and S. 2247: passed by House and Senate; would provide that members of the U. S. armed forces may be authorized by the service secretaries to accept from certain allied governments decorations, orders and emblems which may be tendered them for Korean service. A similar bill which would extend this privilege to veterans of World War II was previously introduced.

Basic Pay Scale — H.R. 7489: introduced; would provide for a "cost-of-living" pay increase (or decrease) for members of the armed forces. Basic pay of members would be raised or lowered in accordance with the movements of the Consumer's Price Index of the Bureau of Labor Statistics. This bill is independent legislation, not sponsored by the Department of Defense.



"Very good! . . . hope you remember how you did it, when he gets up."

Cemetery Markers — H.R. 4690: passed by House; would provide for the erection of appropriate markers in national cemeteries to honor the memory of members of the armed forces missing in action.

Veterans' Benefits — H.R. 8669: introduced; would withhold from any veteran of the armed forces who refused to sign a loyalty oath all veterans' benefits he would normally receive upon separation.

List of Latest Films Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in April.

Films distributed under the Fleet Motion Picture Plan are leased from

the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Miss Sadie Thompson (1407) (T): Musical Melodrama; Rita Hayworth, Jose Ferrer, Aldo Ray.

Creature From the Black Lagoon (1408): Fiction Melodrama; Richard Carlson, Julia Adams.

It Should Happen To You (1409): Comedy; Judy Holliday, Peter Lawford.

Jubilee Trail (1410) (T): Western; Vera Ralston, Joan Leslie, Forrest Tucker, Pat O'Brien.

Highway Dragnet (1411): Crime Drama; Richard Conte, Joan Bennett.

Saadia (1412) (T): Adventure Drama; Cornel Wilde, Mel Ferrer.

Duffy of San Quentin (1413): Drama; Paul Kelly, Joanne Dru, Louis Hayward.

Riot in Cell Block 11 (1414): Prison Drama; Neville Brand, Emile Meyer.

Executive Suite (1415): Drama; William Holden, June Allyson, Barbara Stanwyck, Fredric March, Walter Pidgeon, Shelly Winters, Paul Douglas, Nina Foch, Louis Calhern, Dean Jagger.

Killers From Space (1416): Science Fiction; Peter Graves, Barbara Bestar.

World For Ransom (1417): Crime Drama; Dan Duryea, Gene Lockhart.

Drums of Tahiti (1418) (T): Romantic Adventure; Dennis O'Keefe, Patricia Medina.

Random Harvest (1419) (T) (Re-issue): Romantic Melodrama; Ronald Colman, Greer Garson.

Alaska Seas (1420): Adventure Drama; Robert Ryan, Jan Sterling.

Loophole (1421): Crime Drama; Barry Sullivan, Dorothy Malone.

Wicked Woman (1422): Melodrama; Richard Egan, Beverly Michaels.

Johnny Eager (1423) (Re-issue): Crime Melodrama; Lana Turner, Robert Taylor.

Welcome Party Is Ready When You Land at Atlantic Field

One commanding officer who can always get a cackle out of his troops is MSCT Harold Roland, USMC, Commanding Officer of the Marine Corps Emergency Landing Field at Atlantic, N. C.

Half of his troops are chickens, while the other half is made up of a few ducks and one young pig.

The only human stationed at Atlantic Field, the sergeant decided to enlist a few "recruits" to help pass the time away. So he picked up some 30-odd chickens and

ducks and "Big Orange," a month-old pig.

Roland is stationed at Atlantic to aid in any emergency landings that might be made there. He also keeps up the runways and maintains the grounds around the small field.

In his spare time he tries to drill his troops and gets in a little fishing and hunting when the season is right. "Big Orange" goes with him on inspection trips around the field.

DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ HOHMANN, Keith E., IIN, USN, serving with a Marine Infantry Company on 25 Jul 1953.

★ LILES, Jacky W., HM3, USN, serving with a Marine Infantry Company on 12 Jul 1953.

Gold star in lieu of second award:
★ LILES, Jacky W., HM3, USN, serving with a Marine Infantry Company on 25 Jul 1953.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ ADAMS, Harry A., Jr., CAPT, USN, Commander Escort Group and Commander Escort Squadron Seven from 19 Jan to 15 Dec 1952. Combat "V" authorized.

★ BAKER, Harold E., CAPT, USN, on the staff of Commander Blockading and Escort Force from 25 Aug 1952 to 27 Jul 1953. Combat "V" authorized.
★ COLLINS, Dale E., CAPT, USN, Commander Service Division 31 from 23 Oct 1952 to 27 Jul 1953. Combat "V" authorized.

★ CONWELL, Lester C., CAPT, USN, Commander Destroyer Division 72 from 26 Dec 1952 to 23 Apr 1953. Combat "V" authorized.

★ CRISSMAN, George G., CAPT, USN, CO of *uss Toledo* (CA 133) and Bombardment Element Commander in Task Force 77 from 6 Oct to 8 Dec 1952. Combat "V" authorized.

★ DALTON, Carl M., CAPT, USN, Commander Destroyer Squadron 11 and Commander Wonsan Defense Unit from 19 to 27 Jul 1953. Combat "V" authorized.

★ DASPIT, Lawrence R., CAPT, USN, CO of *uss Los Angeles* (CA 135) and Commander of numerous Task Elements from 11 Oct 1952 to 24 Apr 1953. Combat "V" authorized.

★ ECKLUND, Archibald M., CAPT, MC, USN, serving in *uss Repose* (AH 16) from 2 Nov 1951 to 10 Oct 1952. Combat "V" authorized.

★ GAVITT, Severence W., CDR, USN, on the staff of Commander Blockading and Escort Force from 1 Nov 1952 to 27 Jul 1953. Combat "V" authorized.

★ GREGG, Otis C., CAPT, USN, CO of *uss Princeton* (CVS 37) from 18 May to 27 Jul 1953. Combat "V" authorized.

★ GREWE, Ray V., LT, MC, USNR, serving with a Marine Medical Battalion from 25 Aug 1952 to 5 Jun 1953. Combat "V" authorized.

★ HARRIS, Thomas D., CDR, USN, Commander Carrier Air Group Nine from 31 Jan to Jul 1953. Combat "V" authorized.

★ HOLLOWAY, Charles K., LCDR, MC, USN, serving in the First Medical Battalion, First Marine Division from 15 Sep to 15 Dec 1950. Combat "V" authorized.

★ HUBBARD, Miles H., CAPT, USN, CO of *uss Bremerton* (CA 130) and Commander of numerous Task Elements from 1 May to 26 Jun 1953. Combat "V" authorized.

★ JOHNSON, Nels C., CDR, USN, Commander Destroyer Division 262 from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ JUKES, Herbert L., CAPT, USN, CO of *uss Cimarron* (AO 22) from 28 Apr to 27 Jul 1953. Combat "V" authorized.

★ LOVE, Horace G., Jr., LT, MC, USNR, serving with a Marine Division from 4 Nov 1952 to 13 Aug 1953. Combat "V" authorized.

★ MAYBERRY, Dale, CAPT, USN, Commander Wonsan Defense and Blockade Unit from 22 Mar to 3 Apr 1953 and from 23 Apr to 8 May 1953. Combat "V" authorized.

★ McLEOD, Bowen F., CAPT, USN, Chief of Staff and Aide to Commander Carrier Division Three and Commander Task Force 77 from 9 Jan to 28 Jul 1953. Combat "V" authorized.

★ PHILLIPS, George L., CAPT, USN, Commander Mine Squadron Three and Commander Western Pacific Minesweeping Group from 5 Mar to 27 Jul 1953. Combat "V" authorized.

★ PHILLIPS, Richard H., CAPT, USN, CO of *uss Rochester* (CA 124) and Commander of a Gun Strike Unit and Commander of a Fire Support Unit from 1 Dec 1952 to 16 Mar 1953. Combat "V" authorized.

★ PIERCE, George E., CAPT, USN, naval liaison officer, attached to U. S. Eighth Army from 7 Sep 1952 to 18 Jul 1953. Combat "V" authorized.

★ PITTS, Ray M., CAPT, USN, on the staff of Commander Seventh Fleet from 13 Jul 1952 to 14 Mar 1953. Combat "V" authorized.

★ RAMSEY, Paul H., CAPT, USN, CO of *uss Philippine Sea* (CVA 47) from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ SHIRLEY, Gene T., CDR, USN, on the staff of Commander Seventh Fleet from 5 Sep 1952 to 27 Jul 1953. Combat "V" authorized.

★ SIMPLER, Leroy C., CAPT, USN, naval liaison officer in the Joint Operation Center from 29 Jun to 27 Jul 1953. Combat "V" authorized.

★ WAGNER, Edwin O., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Five from 25 Jan to 28 Apr 1953. Combat "V" authorized.

★ WEISSER, John R., CAPT, MC, USN, serving in *uss Haven* (AH 12) from July 1952 to June 1953. Combat "V" authorized.

★ WHITNEY, Laurens A., CDR, USN, Commander Air Task Group One from 10 May to 27 Jul 1953. Combat "V" authorized.

★ WILLIAMS, Harlan D., LT, USN, attached to Composite Squadron 61 and serving with Fighter Squadron 91 from 1 Feb to 14 Apr 1953. Combat "V" authorized.

★ YATES, Edgar L., CDR, USN, CO of *uss Orleck* (DD 886) from 26 Jun to 2 Dec 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ AMBROSE, Homer, CAPT, USN, officer in charge, U. S. Naval Ship Repair Facility, Yokosuka, Japan, from 25 Jun 1950 to 14 Aug 1951; and as CO of that activity from 15 Aug 1951 to 30 Jul 1953.

★ AYRES, William W., CDR, MC, USN, serving with a Marine Division from 31 Aug 1952 to 14 Aug 1953. Combat "V" authorized.

★ DIXON, Robert E., CAPT, USN, CO of *uss Valley Forge* (CVS 45) from 2 Jan to 5 Jun 1953. Combat "V" authorized.

★ HOUSE, Herschel A., CAPT, USN, on the staff of Commander Seventh Fleet from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ MORRISON, Ocie B., RADM (then captain), MC, USN, Force Medical Officer on the staff, Commander Naval Forces, Far East, from 29 Mar 1952 to 30 Apr 1953.

★ OVROM, Allan A., CAPT, USN, Chief of Staff to Commander Cruiser Division Three from 26 Apr to 27 Jul 1953. Combat "V" authorized.

★ SCHIANZE, Edwin S., CAPT, USN, Chief of Staff and Aide to Commander Blockading and Escort Force from 17 Nov 1952 to 26 Jul 1953. Combat "V" authorized.

★ DECORATIONS

★ **SLONIM**, Gilven M., CDR, USN, CO of *uss Irwin* (DD 794) from 9 May to 27 Jul 1953. Combat "V" authorized.
 ★ **STELTER**, Frederick C., Jr., CAPT, USN, CO of *uss Saint Paul* (CA 73) and Commander of numerous Task Elements from 19 Mar to 2 Jul 1953. Combat "V" authorized.
 ★ **TATOM**, John F., CAPT, USN, on the staff of Commander Naval Forces, Far East, from 18 Aug 1950 to 9 Jun 1953. Combat "V" authorized.
 ★ **WARD**, James H., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 22 Jul 1952 to 12 May 1953. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism of extraordinary achievement in aerial flight . . ."

★ **AKAGI**, Joe L., LTJG, USNR, serving in Fighter Squadron 194 on 26 Jul 1953.
 ★ **AWTREY**, Robert K., LT, USN, serving in Composite Squadron 61 on 30 Oct. 1952.
 ★ **BALDWIN**, Clarence L., Jr., LTJG, USN, serving in Composite Squadron Three on 17 Nov 1952.
 ★ **BARTLETT**, Ernest E., Jr., LT, USN, attached to Fighter Squadron 92 on 14 Jul 1952.
 ★ **BELL**, Bruce A., LCDR, USNR, serving in Fighter Squadron 154 on 19 Jul 1953.
 ★ **BERGSMAN**, Earl R., LTJG, USN, serving in Helicopter Squadron One, Detachment 11, on 31 Mar 1951.
 ★ **BERKEBILE**, Leroy F., LCDR, USNR, attached to Fighter Squadron 92 on 14 Mar 1953.
 ★ **BLACKFORD**, William C., Jr., LT, USNR (posthumously), serving in Fighter Squadron 152 on 12 Jun 1953.
 ★ **BLAIR**, Vernon W., LCDR, USNR, serving in Fighter Squadron 93 on 3 Jul 1953.
 ★ **BLUM**, Felix E., LTJG, USNR, attached to Fighter Squadron 151 on 24 May 1953.
 ★ **BROWN**, James L., Jr., LT, USNR, serving in Composite Squadron Three on 10 Dec 1952.
 ★ **BROWN**, Robert H., Jr., LT, USN, attached to Fighter Squadron 151 on 22 Jul 1953.
 ★ **BUCHANAN**, Billie "J.", LT, USNR, serving in Composite Squadron 35 on 21 Mar 1953.
 ★ **CARVER**, William E., LCDR, USN, serving in Fighter Squadron 93 on 10 Jun 1953.
 ★ **CORRIGAN**, Paul T., LTJG, USN, serving in Composite Squadron 61 on 22 Jul 1952.
 ★ **COUNIHAN**, Henry R., LT, USN, attached to Composite Squadron 35 on 8 Apr 1953.

★ **CROWLEY**, Herbert D., LT, USNR, attached to Composite Squadron Three and serving with Carrier Air Group Five on 9 May 1953.
 ★ **DAUER**, Harold L., AO3, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Feb 1951.
 ★ **DAVENPORT**, Howard M., LTJG, USN, (posthumously), serving in Fighter Squadron 54 on 4 Mar 1953.
 ★ **DAVIS**, Hector W., Jr., LT, USN, serving in Fighter Squadron 94 on 17 Jul 1953.
 ★ **DAVIS**, William G., LT, USNR, serving in Composite Squadron 61 on 30 Oct 1952.
 ★ **DIAZ**, Robert F., LT, USNR, serving in Attack Squadron 125 on 27 Jan 1953.
 ★ **DINNEL**, Alfred C., LT, USN, serving in Attack Squadron 155 on 19 Jun 1953.
 ★ **EDWARDS**, Glen R., LT, USNR, serving in Fighter Squadron 781, attached to Carrier Air Group 102 on 7 Oct 1951.
 ★ **ENDACOTT**, Jack A., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.
 ★ **FICHMAN**, Herbert T., LCDR, USN, CO of Fighter Squadron 92 on 3 May 1953.
 ★ **FORBUSH**, Russell T., LT, USNR, serving in Helicopter Squadron One on 3 Jun 1953.
 ★ **FORNOF**, John W., LT, USNR, serving in Fighter Squadron 151 on 14 Jun 1953.
 ★ **GOOD**, Donald L., LCDR, USNR, serving in Helicopter Squadron One, Unit 19, on 18 Mar 1953.
 ★ **GRAVES**, Roger E., LT, USNR, serving in Composite Squadron 61 on 30 Oct 1952.
 ★ **GREEN**, Laurence B., LCDR, USN, attached to Fighter Squadron 53 on 18 Feb 1953.
 ★ **GREGG**, Dan "B.", LT, USNR, serving in Attack Squadron 125 on 26 Jan 1953.
 ★ **GRIESE**, Wilbur A., LCDR, USNR, serving in Composite Squadron 35, attached to Fighter Squadron 54, on 17 Jan 1953.
 ★ **GROSSER**, John F., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.
 ★ **GROVES**, Samuel N., Jr., LT, USN, serving in Composite Squadron Three on 12 Dec 1952.
 ★ **HARRIS**, Thomas D., CDR, USN, Commander Carrier Air Group Nine on 15 Jun 1953.
 ★ **HAYEK**, Paul A., LT, USN, attached to Fighter Squadron 52 on 19 Jul 1953.
 ★ **HAYES**, Robert V., LT, USN, attached to Fighter Squadron 52 on 16 Jul 1953.
 ★ **HAYWARD**, Thomas B., LTJG, USN, attached to Fighter Squadron 51 on 8 Apr 1953.
 ★ **HENKE**, Leonard A., LT, USNR, serving in Composite Squadron Three, Carrier Air Group Five on 5 Mar 1953.

★ **HERBST**, John M., LTJG, USNR, serving in Composite Squadron 61, attached to Carrier Air Group 11 on 20 Jul 1952.
 ★ **HOLLOWAY**, James L., III, LCDR, USN, serving in Fighter Squadron 52 on 20 Jul 1953.
 ★ **HOLMES**, Blackwell, O., LCDR, USNR, serving in Fighter Squadron 94 on 15 Jun 1953.
 ★ **HUGHES**, William P., LT, USNR, serving in Fighter Squadron 874 on 6 Dec 1952.
 ★ **JOHNSON**, Cecil V., CDR, USN, serving as Commander Air Group Five on 14 Mar 1953.
 ★ **JOHNSON**, Clarence R., LT, USN, serving in Fighter Squadron 194 on 31 May 1953.
 ★ **KAUFMAN**, Richard F., LTJG, USN, attached to Fighter Squadron 111 on 19 May 1953.
 ★ **KEARNS**, William E., LT, USNR, serving in Fighter Squadron 781 on 6 Jul 1951.
 ★ **KINNEY**, Darwin I., LT, USNR, attached to Composite Squadron 61 and serving on additional duty with Fighter Squadron 121 on 25 Apr 1953.
 ★ **KNOSP**, Harold D., LT, USNR, serving in Composite Squadron 35 on 8 Jun 1952.
 ★ **KRAMER**, Kenneth C., LTJG, USN, attached to Fighter Squadron 51 on 3 May 1953.
 ★ **KYLE**, Gene, LT, USNR, serving in Fighter Squadron 781 on 7 Jul 1951.
 ★ **MARSHALL**, Daniel V., Jr., LT, USN, attached to Fighter Squadron 51 on 28 Feb 1953.
 ★ **MCCABE**, Jerome, LTJG, USNR, serving in Fighter Squadron 121 on 16 Mar 1953.
 ★ **MCCLELLAN**, Thomas G., LT, USNR, serving in Composite Squadron 35 on 14 Mar 1953.
 ★ **MCCONNELL**, Robert M., LCDR, USN, attached to Fighter Squadron 54 on 1 Apr 1953.

Gold star in lieu of third award:

★ **AILLAUD**, Emmett R., ENS, USN, serving in Fighter Squadron 54 on 29 Oct 1951.
 ★ **EVANS**, Halbert K., CDR, USN, (posthumously), CO of Attack Squadron 75 on 23 Jun 1952.
 ★ **GRAY**, Paul N., CDR, USN, CO of Fighter Squadron 54 on 2 Jan 1952.
 ★ **FRANKE**, Willard J., LT, USN, serving in Helicopter Squadron One on 19 Oct 1952.
 ★ **SCOTT**, John A., AOC, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
 ★ **SHERWOOD**, Gordon A., CDR, USN, CO of Attack Squadron 65 on 1 Sep 1952.
 ★ **THOMPSON**, Lewis E., Jr., LCDR, USN, serving in Fighter Squadron 63 on 23 Jun 1952.
 ★ **WILEY**, Herbert W., LCDR, USNR, serving in Attack Squadron 923 on 2 Nov 1951.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ARNTZ, Leland L., HM3, USNR, attached to a Rifle Company on 27 May 1951. Combat "V" authorized.

★ BARTON, Wilbur G., CDR, USN, serving in *uss Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ BASINGER, Alan A., LTJG, MC, USNR, attached to a Marine Infantry Company from 21 Feb to 19 May 1951. Combat "V" authorized.

★ BAUMGARTNER, James V., LTJG, USNR, serving in *uss Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ BEER, Robert O., CAPT, USN, on the staff of Commander Amphibious Force, Far East, from 4 Aug 1952 to 29 Jan 1953. Combat "V" authorized.

★ BRANDT, John H., CDR, USN, serving in *uss Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ BRETZ, Kenneth L., HN, USN, serving with a Marine Infantry Company on 29 May 1951. Combat "V" authorized.

★ CAMPOMENOSI, Louis J., Jr., LT, USN, CO of Minesweeping Boat Division One on 13 and 14 Oct 1952. Combat "V" authorized.

★ CHRISTOPHER, Arsene, LT, USNR, serving in East Coast Blockading and Patrol Group from 9 Aug 1952 to 6 Feb 1953. Combat "V" authorized.

★ CHURCHILL, Joe V., HN, USN, attached to a Rifle Company on 23 Apr 1951. Combat "V" authorized.

★ McCLELAND, Arvel S., HM3, USN, serving with a Marine Infantry Company on 26 Sep 1950. Combat "V" authorized.

★ COX, Paul F., N, USN, serving with a Marine Weapons Company on 24 Apr 1951. Combat "V" authorized.

★ DART, Robert W., LCDR, USNR, serving in *uss Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ DELANEY, Leo T., Jr., LTJG, MC, USNR, attached to a Marine Infantry Battalion on 21 Feb 1951. Combat "V" authorized.

★ FARRINGTON, Robert F., CDR, USN, Commander Carrier Air Group 15 from 14 Oct 1951 to 19 Mar 1952. Combat "V" authorized.

★ FRANKLIN, Richard B., CDR, USN, CO of *uss Wedderburn* (DD 684) from 15 Jul 1951 to 12 Jan 1952 and Bomblin Gunfire Support Element Commander of the East Coast Blockading and Patrol Group from 18 Aug to 4 Sep 1951. Combat "V" authorized.

★ FULGHUM, Benjamin C., CDR, USN, CO of *uss Renshaw* (DDE 499) from 14 Jun to 31 Oct 1951. Combat "V" authorized.

★ GARVIN, Alfred D., LCDR, USN, serving in *uss Walke* (DD 723) from 23 Jan to 22 Jul 1951. Combat "V" authorized.

★ GEORTRNER, John M., LCDR, USNR, CO of *uss Moctobi* (ATF 105) from 1 Apr to 1 Dec 1951. Combat "V" authorized.

★ GIBBS, Julius E., CDR, USN, serving on the staffs of Commander Fleet Air Japan, and Commander Naval Forces, Far East, from 13 Apr 1951 to 15 Feb 1952.

★ GIBSON, Charles R., EN1, USN, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ GILLEN, William F., LTJG, USNR, officer in charge of a Volunteer Armed Whaleboat Crew on night of 31 May 1952. Combat "V" authorized.

★ GILLET, Robert M., CAPT, MC, USN, on the staff of Commander Naval Forces, Far East, from 27 Aug 1951 to 28 Mar 1952.

★ GLECKLER, Joseph D., LT (then LTJG), USNR, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ GOODENOUGH, Robin W., LT (then LTJG), USNR, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ GREENE, Richard O., CAPT, USN, on the staff of Commander Seventh Fleet from 21 Oct 1951 to 3 Mar 1952. Combat "V" authorized.

★ GROOVER, Howard H., Jr., LTJG, ChC, USN, serving with a Marine Artillery Regiment from 15 Sep 1950 to 15 May 1951. Combat "V" authorized.

★ GUTEKUNST, Roscoe, LT, MC, USNR, serving with a Marine Infantry Battalion from 1 Jan to 15 Apr 1951. Combat "V" authorized.

★ HAINES, Carl C., SN, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ HANEY, William W., HM3, USNR, serving with a Marine Infantry Company on 20 May 1951. Combat "V" authorized.

★ HARBIN, Thomas L., BM3, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ HARRINGTON, Jeremiah C., DC2, USN, serving in *uss Essex* (CVA 9) on 16 Sep 1951.

★ HEADLAND, Edwin H., Jr., CDR, USN, CO of *uss Mansfield* (DD 728) from 28 Oct to 14 Nov 1951. Combat "V" authorized.

★ HILLAN, Donald D., LTJG, MC, USNR, serving with a Marine Helicopter Transport Squadron on 15 Oct 1951. Combat "V" authorized.

★ HOUSTON, Joseph A., CDR, USN, CO

of *uss George K. Mackenzie* (DD 836) from 16 Sep 1951 to 22 Apr 1952. Combat "V" authorized.

★ HUDDLE, Jonathan B., HM3, USN, serving with a Marine Tank Battalion on 29 May 1951. Combat "V" authorized.

★ HUGGARD, John J., LT, USN, Material Planning Officer, Ship Repair Facility, Fleet Activities, Yokosuka, Japan, from 25 Jun 1950 to 26 Jan 1951.

★ JEFFERY, Robert E., CDR, USN, CO of *uss Kidd* (DD 661) and Bomblin Gunfire Support Element Commander of the East Coast Blockading and Patrol Group from 15 Jul 1951 to 12 Jan 1952. Combat "V" authorized.

★ JENKINS, Walter T., CAPT, USN, on the staff of Commander Amphibious Group Three from 16 Sep 1950 to 15 Jan 1951. Combat "V" authorized.

★ JENSEN, Clyde M., CAPT, USN, Commander Destroyer Squadron One, and Commander of the East Coast of Korea Blockading and Escort Force, from 24 Aug to 22 Sep 1951. Combat "V" authorized.

★ JOINSON, Robert B., CDR, MC, USN, serving in *uss Haven* (AH 12) from 18 Oct 1950 to 12 Jul 1951.

★ JUNE, Russell Q., LCDR, USN, Chief Staff Officer to Commander Fleet Activities, Sasebo, Japan, from 27 Jun 1950 to 4 Nov 1951.

★ KEATING, Robert E., HN, USN, serving with a Marine Rifle Company on 10 Jun 1951. Combat "V" authorized.

★ KIBARIAN, Sarkis, HM3, USNR, serving with a Marine Infantry Company on 11 Sep 1951. Combat "V" authorized.

★ KILPATRICK, Marion C., LT, USN, CO of *uss Reclaimer* (ARS 42) from 6 Apr 1951 to 17 Jan 1952. Combat "V" authorized.

★ KLETT, John C., Jr., LTJG, USNR, serving in *uss Gull* (AMS 16) from 4 to 10 Sep 1951. Combat "V" authorized.

★ KUNTZE, Archie C., LCDR, USN, CO of *uss Begor* (APD 127) from 21 to 27 Jul 1951. Combat "V" authorized.

Gold star in lieu of second award:

★ STANLEY, Reuben E., CDR, USN, on staff of Commander Naval Forces, Far East, from 22 Jul 1950 to 1 Dec 1951.

★ STARK, Harry B., CDR, USN, CO of *uss Bausell* (DD 845) from 18 Apr to 16 May 1951. Combat "V" authorized.

★ SUPPLEE, Benjamin G., ME1, USN, attached to Underwater Demolition Team Three from 30 Jun to 8 Jul 1951. Combat "V" authorized.

★ WALDEN, John S., LT, USN, attached to *uss Wallace L. Lind* (DD 703) from 2 to 15 Feb 1951. Combat "V" authorized.

★ WHITWORTH, Billis L., LT, USN, CO of *uss Bolster* (ARS 38) from 1 to 22 Nov 1950. Combat "V" authorized.

★ WOODARD, Sanford E., CDR, USN, CO of *uss John R. Craig* (DD 885) from 18 Mar to 16 May 1951. Combat "V" authorized.

BOOKS: CONTEMPORARY HISTORY, TRAVEL, SPORTS, KEYNOTE READING LIST

SPEARFISHING, the Korean conflict and travel hints will be found among the recent books selected for ship and shore libraries by the BuPers library staff. Here are reviews of some of these volumes:

- *Shallow-Water Diving and Spearfishing*, by Hilbert Schenck, Jr., and Henry Kendall; Cornell Maritime Press.

During the past few years there has been a steady increase in interest in diving and spearfishing. Many Navy men have organized spearfishing clubs and spend much of their off-duty time engaged in this sport.

The authors have prepared complete exposition of the sport, including chapters on diving science, helmet diving, mask diving and the like. They discuss the ocean and its inhabitants, spearfishing and commercial shallow-water diving.

This book will be of considerable interest to those already well-versed in spearfishing and diving and should prove invaluable to those who are planning to try the art of spearfishing.

- *Treasure-Diving Holidays*, by Jane and Barney Crile; Viking Press.

Sailors will find this volume an excellent follow-up of *Shallow-Water Diving and Spearfishing*.

For about 20 years the authors (and their children) have been spending their vacations diving for pleasure—and profit. Starting with a home-made helmet which didn't work out so well, the Criles progressed to more practical equipment and a wealth of exciting experiences.

Here's a short run-down on their diving adventures: searching for abalones and octopuses off the California coast, spearfishing in the Caribbean, finding ivory tusks and 18th century cannon and first century Greek vases in sunken hulks. Thus the Criles ventured forth from their own "bath tub," so to speak, to the Mediterranean and other distant spots.

Thrills, adventure, humor fill most of the pages of this easy-to-read, well-illustrated book.

★ ★ ★

- *General Dean's Story*, by Major General William F. Dean, USA, as told to William L. Worden; Viking Press.

Most of us have followed with interest the unraveling of the mystery of General Dean, long believed killed in Korea, and who eventually was listed as a prisoner of war.

Now General Dean has come forth with his account of the events leading up to his capture and of his long internment. In many ways it is an amazing account.

General Dean learned to like Oriental-style rice and "kimchee." He learned to play "chong-gun," a form of chess, only to be deprived of the privilege of playing it. He became an expert in the art of flyswatting, killing some 40,671 of the insects while he was a prisoner.

General Dean's Story is an engrossing account of an incredible ordeal. It reveals the general as a man of great endurance, courage, forthrightness and compassion. It discloses more than a little of the character of our foes in Korea.

★ ★ ★

- *From the Danube to the Yalu*, by General Mark W. Clark, USA, (Ret.); Harper and Brothers.

Not so long ago General Clark wrote a book called *Calculated Risk*, dealing chiefly with his activities during World War II and its immediate aftermath. This volume takes up the General's work as both a soldier and a diplomat, beginning with a brief discussion of his efforts to conclude a peace treaty with Austria and continuing through his tenure as Commander-in-Chief, United Nations Command, in Korea, and his subsequent retirement.

When General Clark arrived in the Far East, he was faced with many problems—including the POW rioting at Koje, supply difficulties, training of troops, how to carry on the fight and, eventually, the drawn-out peace talks and the armistice.

In his candid style, General Clark outlines these problems, conflicts, objectives and points out how they were resolved—or how they remained unresolved. He graphically describes the Communists as military men and as diplomats and repeats again and again his conviction that a firm stand, backed up with ample strength, is the only way to fight Communism.

This volume is an important one in the field of contemporary history.

★ ★ ★

- *How to Make Friends Abroad*, by Robert Root; Association Press.

If your ship is about to sail for foreign ports, here's a book that'll come in handy. It's a fast-paced description of attitudes and ideas you'll face as you visit faraway countries, designed to help you understand the "foreigner" and to show you the best way to put your best foot forward.

Americans abroad today meet anti-American prejudices as well as pro-American sentiments. Some of these prejudices stem from the unintentional actions of tourists and others abroad. Some are caused by national differences and contrasts in cultures. Others are brought about by Communist propagandists.

As a "sidewalk ambassador," the traveling Navyman will have to answer lots of questions concerning America. Sailors will be called upon to clear up many misunderstandings and misconceptions. This book provides quite a few of the answers.

The author, who has traveled as a correspondent in 17 European countries and in Asia, gives you the essence of the pointers he picked up "the hard way."

SONGS OF THE SEA



Across the Western Ocean

Oh, the times are hard and the wages low,
You sailor, where you bound to?
The Western Ocean is my home,
Across the Western Ocean.

We are going away from friends and home,
We are going away to search for gold.
Fathers and mothers, say good-bye,
Sisters and brothers, don't you cry.

—Old Capstan Chantey



MARINES IN BELLEAU WOOD

Tide of Battle Turns—World War I

"Here they were called upon to do the impossible, and because they knew no such word—they did it." This eyewitness account is proudly told by their commander, Colonel A. W. Catlin, USMC, himself seriously wounded in the attack.

By May of 1918, the land war in Europe had entered its fourth year and the Germans were battering their way forward through tiring Allied lines that stretched at one point to within 35 miles of Paris.

This particular point was a good-sized patch of woods called "Belleau Wood." It was about the size of New York's Central Park. The struggle for this tangled bit of woodland was one of the turning points of World War I and a bright page in the history of the U. S. Marine Corps.

The German forces had come up to Belleau Wood full of fight and confidence, advancing almost at will. Suddenly, they were confronted with these fresh American troops—and were stopped in their tracks by the bull's-eye sharpshooting and deadly machine-gun fire of the Leathernecks.

Dramatically, the tables were turned. The Marines struck back in one of the most courageous actions of any war to drive the enemy from their dug-in positions in the wood and throw them back on the defensive.

It was one of the epic chapters of the Corps when the "Devil Dogs" came rushing across the open wheat field in four waves, some falling, others moving onward, pausing for breath, then moving again, into the face of the withering fire which spattered all about them. There hardly seemed to be enough left to carry the fight

through the wood, but there were—and they did. By nightfall, the Germans had been beaten, many killed, and the Marines were victorious.

No less an authority than Georges Clemenceau, wartime premier of France, has said that the action at Belleau Wood was the saving of Paris. It also served as a tonic for morale all up and down the Allied line, setting off a chain reaction of major offensives that soon threw the enemy back, ending in Germany's surrender the following November.

Here is the thrilling story behind the words "Belleau Wood," as told by an authoritative eyewitness, Colonel (later Brigadier General) A. W. Catlin, USMC. Colonel Catlin, the commander of the Sixth Marine Regiment, was himself wounded, shot through the chest by a sniper, as he stood near the battle line watching his men storm that deadly wood.

THE MORNING OF JUNE 6TH found us holding a shortened line. That something was going on within those threatening woods we knew, for our intelligence men were not idle. Every day my regimental intelligence officer rendered a report of the enemy's movements to

Abridged and freely arranged from the book "With the Help of God and a Few Marines" by Brigadier General A. W. Catlin, USMC, with the collaboration of Walter A. Dyer; Doubleday, Page and Co., Garden City, N. Y., 1919. Published by permission of the copyright owner.



MARINE machine gunner takes up post in a tree.

the Divisional Intelligence Department and also to me, and I reported in turn to Brigade Headquarters. The report on this morning was to the effect that the Germans were organizing in the woods and were consolidating their machine-gun positions, so that a sortie in force seemed not unlikely.

As a matter of fact, we had been prepared for something of the sort for nearly two days. On the night of the 4th Lieutenant Eddy, [Second Lieutenant William A. Eddy, USMC], the intelligence officer of the Sixth, with two men stole through the German lines and penetrated the enemy country almost as far as Torcy. They lay in a clover field near the road and watched the Germans filing past them. They listened to the talk and observed what was going into the woods.

It was a risky thing to do, but they brought back valuable information. This Lieutenant Eddy was a daredevil, anyway, and loved nothing better than to stalk German sentries in Indian fashion and steal close to their lines. While we were in the trenches he did some remarkable work with the patrols. He was the son of a missionary, I believe, born and raised in Asia Minor, and was an American college graduate. How he came by his extraordinarily adventurous spirit, I don't know, but he certainly had it. The Marine service has always attracted men of that type.

As I say, we were looking for a sortie, but none came, and in the afternoon we were ordered to attack at 5 P.M. The Germans must be driven out of Belleau Wood.

There were sound strategic reasons for this remarkable order. In the first place, pressure had to be relieved northwest of Chateau-Thierry before that position could be made secure. Belleau Wood now formed a dangerous salient in our curving line, and to straighten that line from the advanced position at the northwest down to Triangle Farm, it was necessary to take the town of Bouresches and at least a part of the wood.

In the second place, Belleau Wood was too strong a natural fortress to be allowed to remain in the hands of a powerful enemy on our immediate front. It was strongly garrisoned with infantry and machine gunner, and the big guns were coming up. For the Germans it formed a base of attack that threatened our whole line to the south. So long as they held it a sudden thrust was possible at any time, and such a thrust might mean untold disaster, probably the quick advance on Paris. For us it was an effective barricade. The Allies could not advance with that thorn in their side.

Obviously, Belleau Wood had to be taken, and that right quickly, whether we were to act successfully on the

defensive or on the offensive. It would have been suicidal to wait for the German attack. An assumption of the offensive was the only solution. And so it turned out that the United States Marines, who had been called up to support the French in defense, were ordered to attack, and to attack an enemy position of the strongest kind. That we were expected to succeed speaks volumes for the confidence that we had won.

Belleau Wood is longer than it is wide, and the easiest way to take it was from west to east. Otherwise we would have been plunging against the enemy's deepest strength.

Holcomb's battalion [Major Thomas Holcomb, USMC, Commander of the 2nd Battalion and later Commandant of the Marine Corps] was ordered to hold the line, while Sibley's [Major Berton W. Sibley, USMC, commander of the 3rd Battalion] was to come up, pass through it, and make the attack on the southern section of the woods, starting in on the western side. The objectives for the first attack mentioned in the orders were the eastern edge of the woods and [the nearby town of] Bouresches. Berry's battalion [Major Benjamin S. Berry, USMC, commander of the 3rd Battalion, Fifth Regiment] was to attack from the west on Sibley's left.

The second prearranged objective was another section of the woods and a line over the high ground south of Torcy. The French and the rest of the Fifth were to push on toward the north, with Torcy and the rest of the woods as the ultimate objective. As will be seen, a part of these objectives were attained promptly and decisively, while others were delayed.

The orders to attack at 5 o'clock were written at Brigade Headquarters, about three kilometres in the rear, at 2 P.M. At 3:45 a copy was handed to me by Lieutenant Willims, General Harbord's aide, who came up by motorcycle.

No one knows how many Germans were in those woods. I have seen the estimate placed at 1,000, but there were certainly more than that. It had been impossible to get patrols into the woods, but we know they were full of machine guns and that the enemy had trench mortars there. We captured five of their *minenwerfers* later. So far as we knew, there might have been any number of men in there, but we had to attack just the same, and with but a handful. Sibley and Berry had a thousand men each, but only half of these could be used for the first rush, and as Berry's position was problematical, it was Sibley's stupendous task to lead his 500 through the southern end of the wood clear to the eastern border if the attack was not to be a total failure. Even to a Marine it seemed hardly men enough.

The men knew in a general way what was expected of them and what they were up against, but I think only the officers realized the almost impossible task that lay before them. I knew, and the knowledge left me little comfort. But I had perfect confidence in the men; that never faltered. That they might break never once entered my head. They might be wiped out, I knew, but they would never break.

It was a clear, bright day. At that season of the year it did not get dark till about 8:30, so we had three hours of daylight ahead of us.

Our artillery fired for half an hour, shelling the woods, but there was no artillery preparation in the proper sense of the term. They had no definite locations and were obliged to shell at random in a sort of hit-or-

miss fire. It must have been largely miss. The German artillery, on the other hand, increased its fire as Sibley's men went into line.

Before us stood the frowning wood, with its splintered trunks and shell-shattered branches, and with the little jungle of undergrowth at the edge filled with threat and menace. It was a moment of foreboding fit to shake nerves of steel, like entering a dark room filled with assassins.

No orders as to the adjustment of rifle sights had been given, as the range was point blank.

Watches had been synchronized and no further orders were given.

As the hands touched the zero hour there was a single shout, and at exactly 5 o'clock the whole line leaped up simultaneously and started forward, Berry's 500 and Sibley's 500, with the others in support.

The *Boches* were ready and let loose a sickening machine-gun and rifle fire into the teeth of which the Marines advanced. The German artillery in the woods increased the fury of its fire, and the big guns at Belleau and Torcy, a mile and a half away, pounded our advancing lines.

On Berry's front there was the open wheat field, 400 yards or more wide—winter wheat, still green but tall and headed out. Other cover there was none. On Sibley's left there was open grass land perhaps 200 yards wide; his right was close to the woods.

Owing to the poor communications, the two battalions engaged in what were virtually independent actions, and, as I had feared, Berry got the worst end of it. He had to face that wide open space, swept by machine-gun fire, with a flanking fire from the direction of Torcy. My eyes were on what Sibley's men were doing, and I only knew in a general way what was happening to the battalion of the Fifth.

But Floyd Gibbons, the correspondent of the *Chicago Tribune*, was with Berry and saw it all. He was, in fact, seriously wounded himself, and has lost an eye as a result. Gibbons says that the platoons started in good order and advanced steadily into the field between clumps of woods. It was flat country with no protection of any sort except the bending wheat. The enemy opened up at once and it seemed, he says, as if the air were full of red-hot nails. The losses were terrific. Men fell on every hand there in the open, leaving great gaps in the line. Berry was wounded in the arm, but pressed on with the blood running down his sleeve.

Into a veritable hell of hissing bullets, into that death-dealing torrent, with heads bent as though facing a March gale, the shattered lines of Marines pushed on. The headed wheat bowed and waved in that metal cloud-burst like meadow grass in a summer breeze. The advancing lines wavered, and the voice of a Sergeant was heard above the uproar:

"Come on, you — — —! Do you want to live forever?"

The ripping fire grew hotter. The machine guns at the edge of the woods were now a bare hundred yards away, and the enemy gunners could scarcely miss their targets. It was more than flesh and blood could stand. Our men were forced to throw themselves flat on the ground or be annihilated, and there they remained in that terrible hail till darkness made it possible for them to withdraw to their original position.

Berry's men did not win that first encounter in the attack on Belleau Wood, but it was not their fault. Never did men advance more gallantly in the face of certain death; never did men deserve greater honour for valour.

Sibley, meanwhile, was having better luck. I watched his men go in and it was one of the most beautiful sights I have ever witnessed. The battalion pivoted on its right, the left sweeping across the open ground in four waves, as steadily and correctly as though on parade. There were two companies of them, deployed in four skirmish lines, the men placed five yards apart and the waves fifteen to twenty yards behind each other.

I say they went in as if on parade, and that is literally true. There was no yell and wild rush, but a deliberate forward march, with the lines at right dress. They walked at the regulation pace, because a man is of little use in a hand-to-hand bayonet struggle after a hundred yards' dash. My hands were clenched and all my muscles taut as I watched that cool, intrepid, masterful defiance of the German. And still there was no sign of wavering or breaking.

It took courage and steady nerves to do that in the face of the enemy's machine-gun fire. Men fell there in the open, but the advance kept steadily on to the woods. It was then that discipline and training counted. Their minds were concentrated not on the enemy's fire but on the thing they had to do and the necessity for doing it right. They were listening for orders and obeying them. In this frame of mind the soldier can perhaps walk with even more coolness and determination than he can run.

The Marines have a war cry that they can use to advantage when there is need of it. It is a bloodcurdling yell calculated to carry terror to the heart. I am told that there were wild yells in the woods that night.

I am afraid I have given but a poor picture of that splendid advance. There was nothing dashing about it like a cavalry charge, but it was one of the finest things I have ever seen men do. They were men who had never before been called upon to attack a strongly held enemy position. Before them were the dense woods effectively sheltering armed and highly trained opponents of unknown strength. Within its depths the machine-guns snarled and rattled and spat forth a leaden death. It was like some mythical monster belching smoke and fire from its lair. And straight against it marched the United States Marines, with heads up and the light of battle in their eyes.

Well, they made it. They reached the woods without breaking. They had the advantage of slightly better

REPORT via phone goes out from observation post.



MARINES IN BELLEAU WOOD

cover than Berry's men and the defensive positions at the lower end of the woods had not been so well organized by the Germans as those on the western side. The first wave reached the low growth at the edge of the woods and plunged in. Then the second wave followed, and the third and the fourth, and disappeared from view.

[How did it feel to be out there in that hail of fire? Here's how Private W. H. Smith, USMC, described his actions later.]

"There wasn't a bit of hesitation from any man. All went forward in an even line. You had no heart for fear at all. Fight—fight and get the Germans was your only thought. Personal danger didn't concern you in the least and you didn't care.

"There were about sixty of us who got ahead of the rest of the company. We just couldn't stop despite the orders of our leaders. We reached the edge of the small wooded area and there encountered some of the Hun infantry.

"Then it became a matter of shooting at mere human targets. We fixed our rifle sights at 300 yards and aiming through the peep kept picking off Germans. And a man went down at nearly every shot.

[As his men reached the woods, Colonel Catlin's own part in the action came to an end when he was felled by a sniper's bullet. "It felt exactly as though someone had struck me heavily with a sledge; it swung me clear around and toppled me over on the ground." The remainder of the narrative he pieces together from later reports.]

The minute they got into the woods our boys found themselves in a perfect hornet's nest of machine gunners, grenadiers, and riflemen. No one could have realized how strong the enemy's position there was, or I do not believe that we would have been ordered in without more adequate artillery preparation. There were machine-

gun nests everywhere — on every hillock and small plateau, in every ravine and pocket, amid heaps of rocks, behind piles of cut timber, and even in the trees, and every gun was trained upon the advancing Marines and spitting hot death into them.

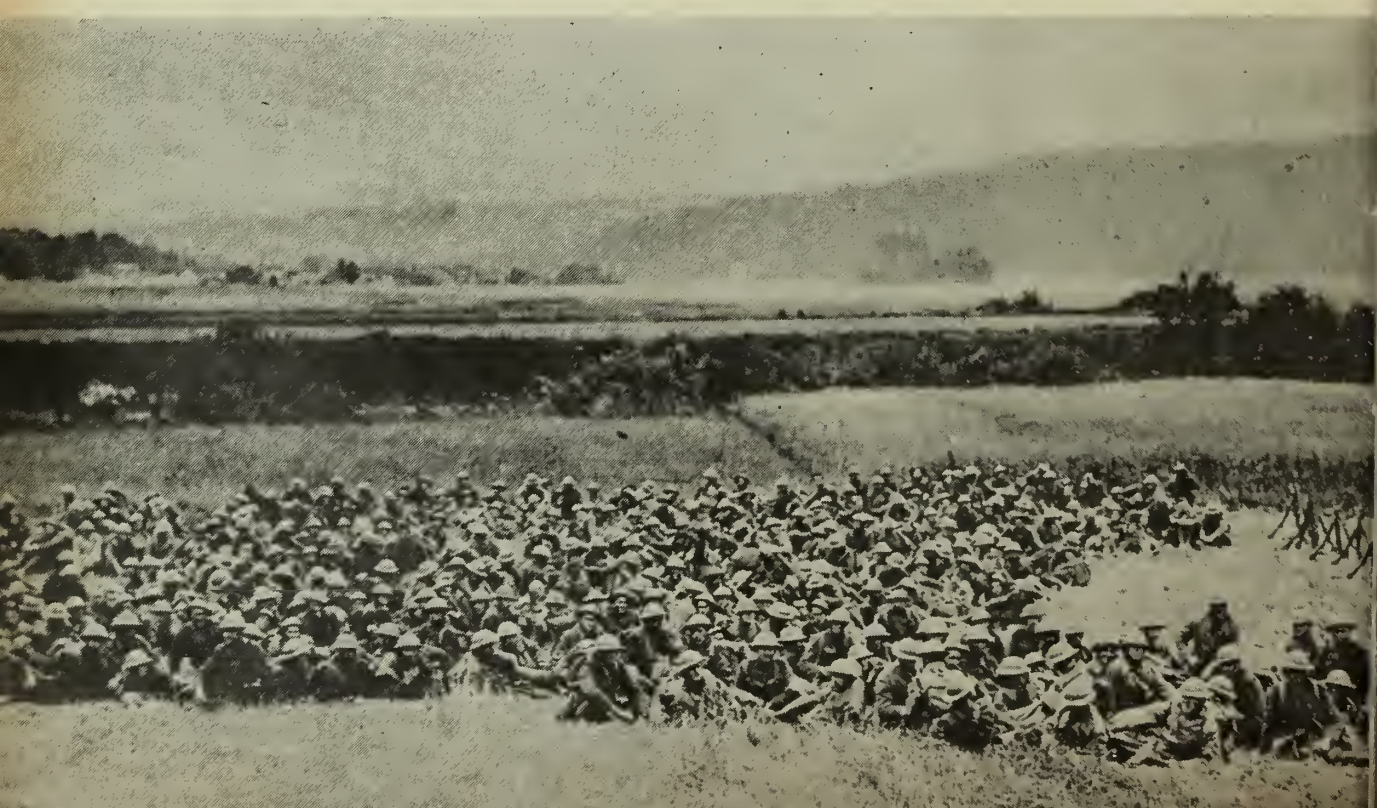
These German guns in the wood were well placed to cover all zones with both lateral and plunging fire. No spot was safe from their spray of bullets. Quick action was essential, or our force would have been wiped out. But the Marines never faltered. They attacked those nests with rifles, automatics, grenades, and bayonets. In small groups, even singly, they charged the machine-gun crews and their infantry supports with wildcat ferocity, fighting like fiends till the Huns were dead or threw up their hands. Then they rushed on to the next one.

The most effective method was to run to the rear of each gun in turn and overpower the crew. But each flanking position was covered by another gun which had to be taken immediately. It was a furious dash from nest to nest, with no time to stop for breath. In the thick of the mêlée the wild yells of the Marines were mingled with the constant crackle of rifle fire like bunches of fire crackers exploding.

Through the smoke of battle that drifted like fog among the tree trunks, Sibley kept to his course across the southern section of the wood. His difficulties must have seemed well-nigh insuperable, for his men were exposed to a constant flanking fire on their left, while they were obliged to keep their eyes to the front and take the machine guns from the flank or rear. But take them they did, one after another, and though many a brave man fell there in the wood, they pushed steadily on across.

There was dense brush in spots, where men got lost and found themselves isolated and cut off from their squads. The wounded dragged themselves to thickets

NEAR CHATEAU THIERRY, 17 Jun 1918—Photograph shows surviving members of Second Battalion, Sixth Marines.



and depressions—any place where they could hide from those prying bullets and wait till there was time for some one to carry them out. They were short of water and the suffering of many of them was intense, but they urged their comrades to leave them and press on.

An hour passed, two hours, the Marines still fighting with the savage intensity of catamounts.

"All the time," said Private Frank Damron afterward, "the fighting consisted of running from one shell hole to another."

"Our men," added Corporal John Miles, "went after them with fixed bayonets, and drove them as a fellow drives a flock of chickens."

The action was all in the hands of the platoon officers. Success or failure rested on their shoulders. It is not the general who wins such a battle as that, but the captain, the sergeant, the private.

It has been called an exaggerated riot, that desperate conflict in the wood. It was hand-to-hand fighting from the first. From tree to tree fought our Marines, from rock to rock, like the wild Indians of their native land. It is the sort of fighting the Marine has always gloried in. And in that fighting they beat the Germans on two points—initiative and daring, and accuracy of rifle fire. They picked the German gunners out of the trees like squirrels, and in the innumerable fierce onslaughts that took place at the machine-gun nests the Marines always struck the first blow and it was usually a knock-out. It was a wild, tempestuous, rough-and-tumble scrap, with no quarter asked or given. It was man to man, there in the dark recesses of the woods, with no gallery to cheer the gladiators.

The thick woods made the fighting a matter of constant ambushes and nerve-racking surprises, but the Marines tore on. With Sibley at the head nothing could stop them. Machine-gun nests whose crews held out formed little islands in the welter about which the Marine flood swept, eventually to engulf them. Some of the Germans turned and fled, abandoning their guns; others waited till caught in the rear and then threw up their hands and surrendered; some stuck to their guns till an American bullet or an American bayonet laid them low. One by one the guns were silenced or were turned in the opposite direction.

[Private W. H. Smith takes up the account.]

"German machine guns were everywhere. In the trees and in the small ground holes. And camouflaged at other places so that they couldn't be spotted.

"We stayed for the most part in one-man pits that had been dug and which gave us just a little protection.

"We were running along when a German pops up right from the weeds on the roadside and shot at a Sergeant with me. The bullet got the Sergeant in the right wrist. I got the German before he dropped back into the weeds.

"Every blamed tree must have had a machine gunner. As soon as we spied them we'd drop down and pick them off with our rifles.

"On the second day of our advance my Captain and two others besides myself were lying prone and cracking away at 'em. I was second in line. Before I know what had happened a machine gun got me in the right arm just at the elbow. Five shots hit right in succession. The elbow was torn into shreds but the hits didn't hurt. It seemed just like getting five little stings of electricity.



GERMAN trench mortar captured in Belleau Wood.

"The Captain ordered two men to help me back. I said I could make it alone. I picked up the part of the arm that was hanging loose and walked.

"It was a two-mile hike to the dressing station. I got nearly to it when everything began to go black and wobbly. I guess it was loss of blood. But I played in luck, for some stretcher bearers were right near when I went down."

[Private Edward Cary, USMC, recalls how it looked to him.]

"We made our attack. Whooley! I never knew there were so many machine-gun bullets and high explosives in the world. Two men, one on either side of me, were killed by machine-gun fire, and in the fracas I lost the company but hooked up with another one. A lieutenant, eight other men and myself took seventeen prisoners, three machine guns, and other equipment.

"When we came up to the Germans they threw down their arms and called 'Kamerad! Mercy!'"

They started in at 5 o'clock. At 6:45 the report was sent to headquarters that the machine-gun fire at the lower end of the woods had been practically silenced. At 7:30 German prisoners began to come in.

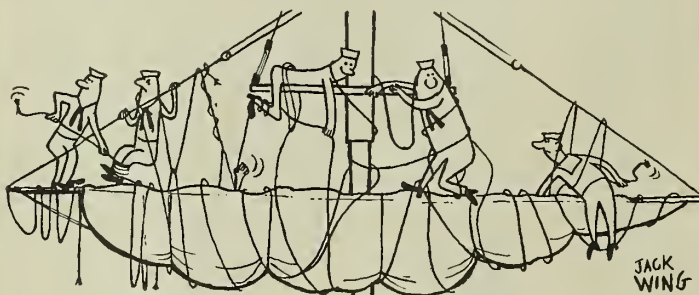
Night fell with the fighting still going on and only the flash of shooting to see by. But at 9 o'clock word came from Sibley by runner that he had got through and had attained the first objective, the eastern edge of the wood. In four hours he and his men had passed clear through the lower quarter of Belleau Wood, traversing nearly a mile, and had cleaned things up as they went. And only 500 of them started; I hesitate to mention the number that finished.

At 10 o'clock reinforcements were sent in with orders to consolidate the position. Two companies of Engineers were reported at Lucy and they were ordered in to help. Their assistance was invaluable, for though there was still heavy fighting for the Marines that night, the Engineers started in at once and by morning had the position reasonably secured.

[The fighting had been furious and the casualties high, but by their counterstroke the U. S. Marines had halted the German drive on Paris and in effect had touched off the coming counterattack on the German homeland. In tribute to the Americans' gallantry in that battle, the French government later ordered the name of the wood officially changed from "Bois de Belleau" to "Bois de la Brigade de Marine."]

TAFFRAIL TALK

THE DAYS OF SAIL are not forgotten, even though sailing vessels are fewer and much smaller nowadays. And—once in a while—we still get tangled in the rigging. In our introduction to the story “Lay Aloft Ye Lubbers” that appeared in the March issue you’ll see the expression “unfurling the shrouds.” The issue hadn’t been out long before we received a phone call from Captain D. W. Todd, USN. The captain pointed out that the shrouds, part of the standing rigging, help hold up the masts against the pull of the sails. Obviously, the shrouds couldn’t be unfurled, or furled either.



He had some interesting comments on the pictures that accompanied the story, too. Seems that even the early nineteenth century artist made a few mistakes. We won’t tell you what they are, but if you’re a sailing ship expert no doubt you’ve seen them too.

We thought that there would be very few others who would catch us unfurling a shroud, but soon we heard from another four-striper. Conversation went something like this: HE: “Have you a copy of the March issue there?” WE: “Yes, sir.” HE: “I refer you to page 59.” WE: “Unfurling the shrouds?” HE: “Okay, just thought I’d see if I was the first one to let you know.”

Then came an interesting note from ex-Navyman W. S. Holmes, now a civilian expert in the Training Division of BuPers. He gently pointed out the furling business and went on to say: “Incidentally I find in the story no evidence that the hands clambered to the topmost yard, as stated. Their destination was the foretopsail yard, which might or might not have other sails and yards above it—the fore topgallant sail and yard, for example.”

★ ★ ★

All this points up that there is a great interest in Navy traditions and history. We’re constantly amazed at the number of people who study naval history as a hobby. For example, a sizeable library of naval history that we heard about recently has been collected by J. H. Collins, DK1, stationed at NAS, Anacostia.

Many anecdotes of life at sea, both past and present, are sent to us. As many of these as possible we work into our articles. Your letters play a big part in helping us to get out the authentic information in ALL HANDS.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses far overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau’s statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

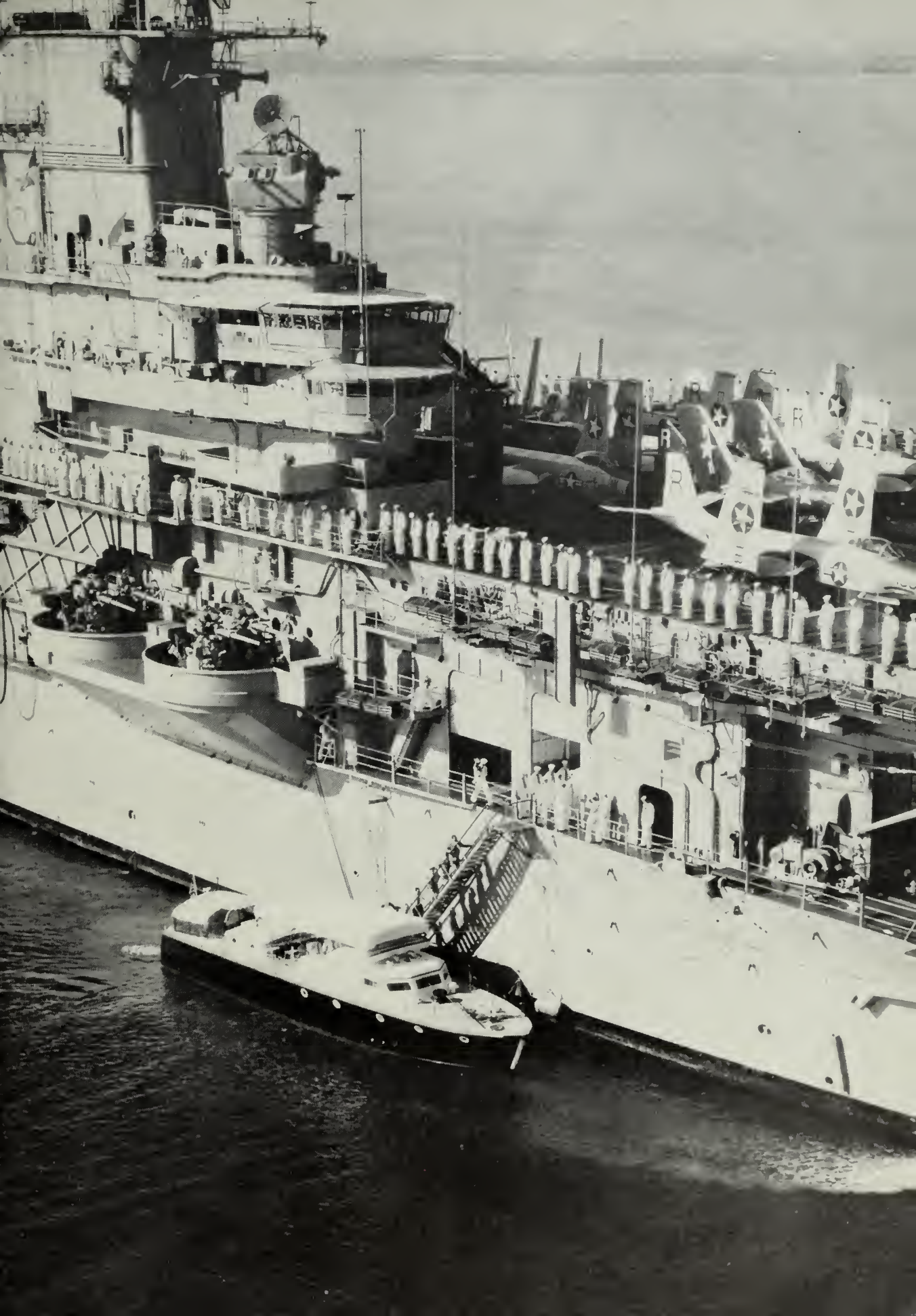
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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters “NDB” used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: HONORS to chief of state—Sailors man rail of USS Wasp (CVA 18) as President Ramon Magsaysay of the Republic of the Philippines boards the carrier to witness a demonstration of naval air warfare.

ALL HANDS



SAFETY

**is
the
byword**



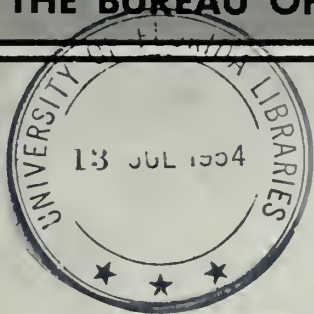
**they
know
the
rules of
the road . . .**



**U S NAVY
93-0107**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



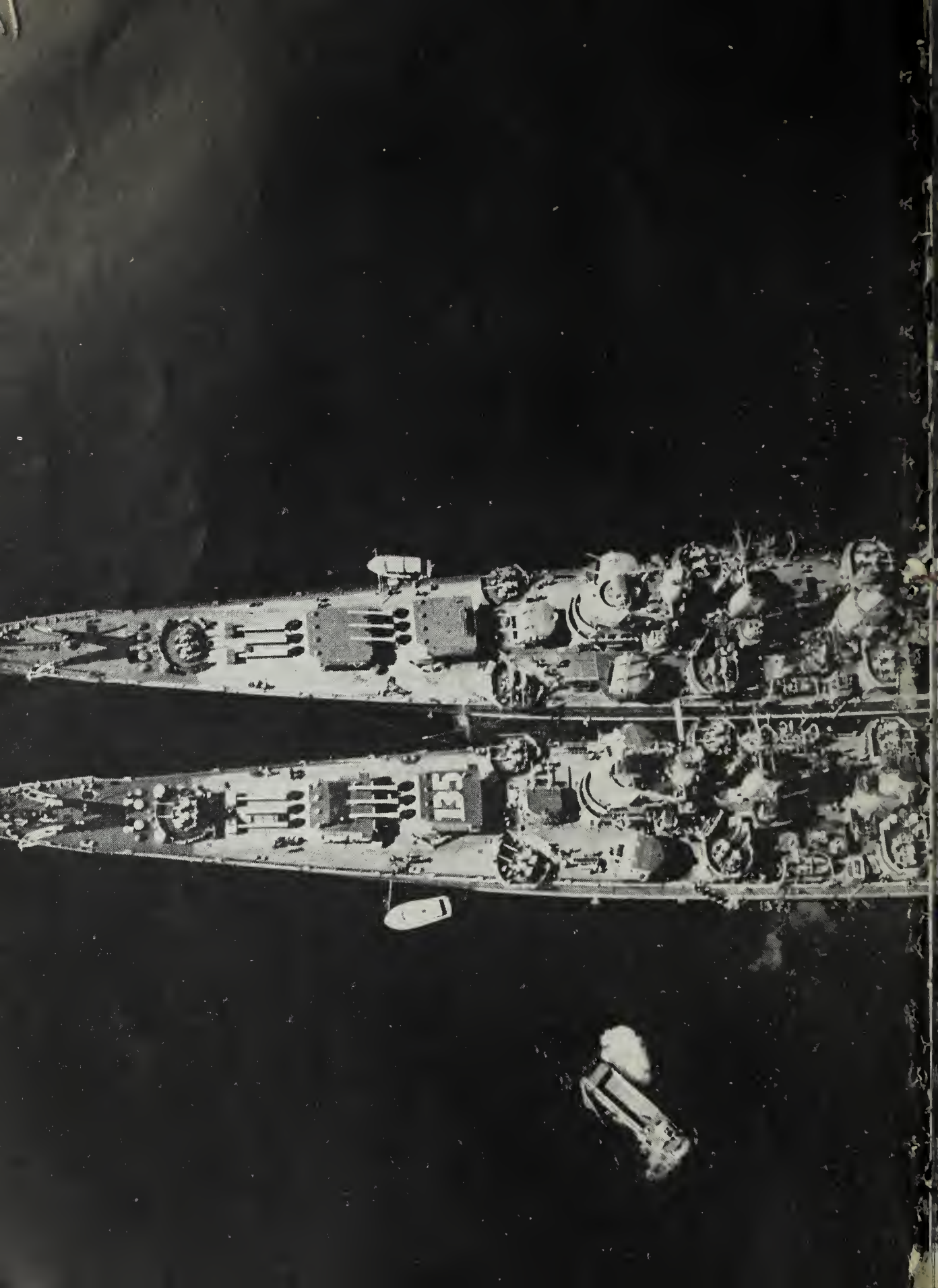
SOCIAL SCIENCES ROOM



This magazine is intended
for 10 readers. All should
have one as soon as possible.
KEEP COPY ALONG

259.05
A416

JULY 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1954

Navpers-O

NUMBER 449

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• **FRONT COVER: EVER CHANGING**—and yet never changing—the sea is the constant companion of Navymen, Coast Guardsmen and merchant mariners. It's a 'friend' of many moods, from raging fury to rippling calm.

• **AT LEFT: TWO OF A KIND**—Twin heavy cruisers, *USS Toledo* (CA 133) (top) and *USS Los Angeles* (CA 135) swing on a buoy in Sasebo harbor, Japan.

• **CREDITS:** All photographs published in *ALL HANDS* are official Department of Defense Photos unless otherwise designated.



Flag Hoists

were hung on the spear points for added attraction and emphasis.

There are also records, going back to the year 1365, telling of three-masted rowing galleys of the Venetian Fleet which used signal flags and lighted lanterns to send simple orders between the ships. For example, a fleet commander had signals worked out which could change the formation of ships, tell them to get underway or notify them that an enemy was sighted.

During the late 1700s, oared galleys had been replaced by sailing ships that flew the Dutch, French, English, Spanish and other flags. Though the navies were new their signals were not unlike those used by the early Venetians. However, later in the 18th century the French and English navies started to use more flags. Soon detailed signal books to interpret their hoists were published.

By 1805, Admiral Horatio Nelson was able to send the message "England expects every man will do his duty." Although it took 11 separate hoists and 28 flags to send this message, all the ships of his fleet received it in good time.

By the end of the 19th century the use of semaphore and flag hoist signals had become a standard practice with most navies. Even today, with powerful radio transmitters sending messages around the world so fast that the U. S. Navy has instant contact with naval units everywhere, signal flags still fly from the halyards of Navy ships as their colorful designs flash technicolor messages back and forth across the seas.

To send these messages the Navy has 26 flags representing the letters of the alphabet, 10 numeral pennants and 10 numeral flags, four substitute flags and 18 special flags and pennants.

Using a combination of these flags, thousands of different messages have been worked out. A series of flags flying from the halyards can change the course of an entire fleet, cause hundreds of guns to be fired and thousands of men to man their battle stations. The wrong interpretation of a signal flag could mean disaster.

Since signal flags are used day after day—fair weather or foul—most ships carry spare flags to replace worn ones. However, some flags



'STARS AND STRIPES'—National ensign, flying from USS Worcester (CL 144), provides a symbolic frame for USS Juneau (CLAA 119) in the Mediterranean.

THE FLAGS THE NAVY USES—and it uses a lot of different kinds—are the colorful descendants of the banners of old.

Since early times people have displayed various kinds of objects to show their nationality or their allegiances.

The Aztecs, for example, carried fans made from the green feathers of a beautiful bird in a vivid display of their allegiance to that ancient nation.

One of the first true flags was the one carried by Roman cavalry. It was a square piece of fringed cloth hung on a crossbar at the end of a spear. The Romans also originated the custom of hanging flags of victorious battles in their temples, a practice that has continued down to modern times.

Toward the end of the Middle Ages, flags had become accepted

symbols of nations, kings, organizations, cities and guilds of workmen.

Flags continue to designate special or official positions of authority, for example the royal standards of monarchies and flags such as the President's flag and the Secretary of Navy's flag in the U. S. There are also national flags—in the case of the U. S. it is the "Stars and Stripes" which stands as the emblem of all the people.

In addition to their symbolic role, flags have always played a prominent part in the field of communications. Roman soldiers signaled to one another from a distance of several miles by hanging cylinder-shaped devices and torches on a long rack. With this system the Romans were able to spell out detailed messages. For simple battle orders they placed shields and spears in various positions. Sometimes articles of clothing

Flash Messages in Color to the Fleets

are made aboard ship and for this purpose Navy ships carry bolts of white, blue, red, yellow and black bunting.

These five colors were selected for Navy flags because the human eye can distinguish them easily. Their exact color is taken from the Standard Color Card of America which is used as a guide by the textile industry to standardize various color shades.

Material can therefore be ordered from any textile concern with the assurance that it will not vary from the specified shade required by the Navy.

The majority of the signal flags used by the Navy are manufactured by private industry through Navy contracts.

These signal flags are made up in lots of hundreds or thousands depending upon the demand, and shipped to various distribution points throughout the U. S. where they are kept in stock to fill ship requirements.

Each flag has a permanent pattern which specifies its hoist and fly (length and width). The pattern also states exactly how much of the flag shall be a certain color and exactly where that color shall be used in relation to other colors used in the design.

The material commonly used to make signal flags is mercerized cotton bunting. Nylon bunting has been adopted for use in the manufacture of other flags formerly made of wool. Tests show that nylon is not only stronger but that it resists all weather. Nylon thread will also be used to sew the flags together because the thread must last as long as the fabric it holds together.

In addition to the signal flags there are also the special flags for the government and its various executive departments. Most of these special flags are made at the New York Naval Shipyard in Brooklyn, N. Y. There, in a building just inside the main gate at Sands Street, is the "flag loft."

Some designs for the special flags made at the Flag Loft call for as many as 15 different colors. Each time a new color is used, the sewing machine must be re-threaded and the tracing of the pattern begins all

over again. It usually takes about 36 hours to make one of these elaborate flags.

Special embroidered flags such as the President's flag are usually done by hand or on the appliqueing machine and take longer to complete than those done on an ordinary sewing machine.

The President's flag is one of the finest flags turned out by the Flag Loft at Brooklyn. His personal seal appears on a blue field surrounded by a circle of 48 stars. Within the circle an American eagle turns its head toward its right talon which holds the olive branch of Peace. The left talon of the eagle holds the 13 arrows symbolic of War. In the eagle's beak is a white scroll inscribed *E Pluribus Unum* ("One out of many").

It is interesting to note that both

the seal and the flag were redesigned in 1945, on executive order of the President, so that the American eagle would be facing the olive branch of Peace. Formerly the eagle in both the seal and the flag faced left.

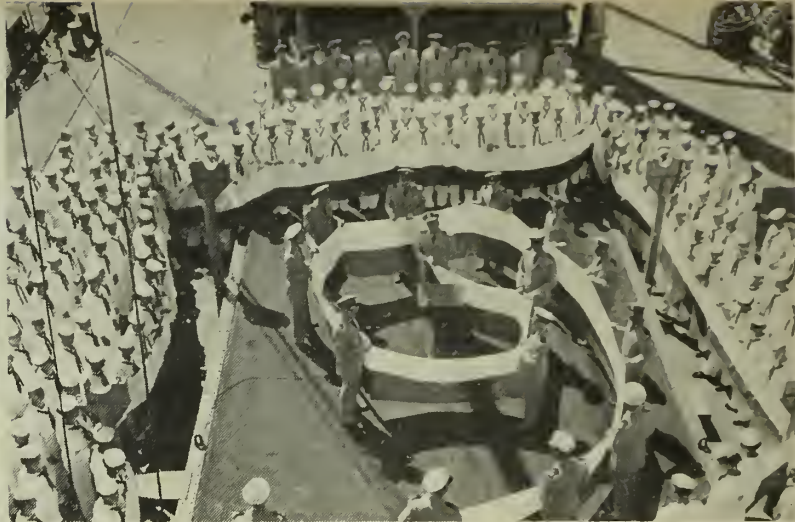
Other special flags made by the Brooklyn loft are those for the Secretary of Defense, the Secretary of the Navy, the various bureaus of the Navy and personal flags of high ranking admirals.

There are about 65 steps in the manufacture of a typical departmental flag. It takes from 30 to 40 hours to complete, depending upon its size. An admiral's flag, which requires sewing stars back-to-back on the navy blue background, takes about four hours.

The most familiar of all the flags that fly from Navy ships and stations

BREEZE whips signal flags as bunting is aired. Long in use, signal flags can change course of an entire fleet, help win battles, avoid disasters.





SIGNAL PENNANT is sent aloft by QM. Right: 'Welcome Home' banner is unwound on board USS Jupiter (AVS 8).

is the national ensign. Manufactured on a large scale now by private industry, the "Stars and Stripes" is also somewhat tricky to make.

Each of the red and white stripes must be exactly the same width and the seams must be perfectly straight. The stars in the upper left hand corner take more time than any step in the procedure.

First, they are cut out and placed back to back on the blue field and then sewed simultaneously with a rapid back and forth movement of the sewing machine.

Although the basic design of "Old Glory" has changed since the Continental Congress got together on 14 Jun 1777 and decided on the pattern of our first flag, many of the original concepts remain the same. For ex-

ample, the stars still appear in the upper left-hand side (or the "West" side) of the flag because they represented a new "constellation" of States rising in the West.

The blue in the field was taken from a Scotch banner that signified the virtues of vigilance, perseverance and justice. The red color, which in Roman days was the signal of defiance, denotes daring; the white, purity. The 13 stripes represent the original United Colonies of 1777.

The stars represent the number of states in the Union. Although there is no law that states that any certain star should represent a particular state, it is a popular opinion that beginning in the upper left hand corner of the field and numbering across, each star stands for a state in

the order of its entrance into the Union.

For example, since Michigan was the 26th State to enter the Union, the 26th star on the flag would represent the "Wolverine State" (2nd star from the left in the 4th row).

With the knowledge of all this it is no wonder that all "flag makers" are a proud lot. The special flags they turn out represent outstanding personalities. The signal flags made by their hands could conceivably mean the winning or losing of a battle. The Stars and Stripes made on their machines will fly from the ships and stations of the world's largest Navy. The art of making flags is truly an honored profession.

—Fred Doby, JO1, usn, Third ND.

INCOMING LST is guided to beaching position by semaphore signals during World War II amphibious operation.





Liberty in the Alps

SAILORS from *uss Pittsburgh* (CA 72) journeyed to Switzerland not long ago, while their vessel was visiting in Genoa, Italy.

The junketing Navymen made their "headquarters" in Lucerne, traveling to nearby Mt. Pilatus to try their luck at skiing and to Berne, Switzerland's capital, for a glimpse of world organizations at work.

One of the most scenic countries in the world, Switzerland is noted for its towering Alps, centers for winter sports and mountain climbing. Among its best-known products are watches and high precision equipment. Quaint chalets add to the "old world" charm and atmosphere abounding in this land of master craftsmen and international good will.

Top of page: A hill overlooking Lucerne affords a fine opportunity for visiting bluejackets to photograph Switzerland's scenic beauty. *Right center:* Swiss chalet, now converted into a restaurant, attracts this trio of sailors. *Lower right:* 'Crest' made of skis points way to six ski trails. *Lower left:* Sailor views Mt. Pilatus, a favorite among skiers.

—Robert D. Barnard, JO2, usn, *uss Pittsburgh*



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CHANGE IN RATING** — Certain personnel in Group IX aviation ratings in pay grades E-5 and above may now request a change in rating to aviation electronics technician (AT), aviation fire control technician (AQ) or aviation guided missileman (GF).

This program is in line with the Navy's need for more skilled enlisted technicians in the field of electronics. Earlier, a similar program (see May 1954 ALL HANDS, p. 48) made it possible for men in various ratings to change their rating to FT and ET.

Personnel whose requests are approved under the new program will be assigned training to qualify them for the change of rating. The training program will qualify them to perform duties, in equal pay grade, in the rating to which the change is being made.

Following successful completion of this training the ratings of graduates will immediately be changed to their new rating of AT, AQ or GF.

While undergoing training, personnel may still qualify for advancement in the rating held and such advancement will be affected in all cases where the authorization is received prior to the date of change to new rating.

Eligible for the program are USN personnel in Group IX ratings who have decided to make the Navy a career. They must be in pay grades E-5 or above in one of the following ratings: AD, AO, AC, AB, AM, AK, and PH. In addition PRCs may apply but other personnel in that rating

are ineligible. Personnel carrying special program codes (9900 series) may submit a request, but the service requirements for their specialty may preclude selection.

A minimum of four and a maximum of 12 years' active service is mandatory, along with a requirement of five years' obligated service. Minimum test scores of 110 on the combined GCT and ARI tests and 50 on the MECH or MK ELECT test must be met. Quarterly marks must average 3.5 or higher in proficiency in rating as a petty officer.

Personnel meeting all requirements and who are interested in submitting a request should check BuPers Inst. 1440.13 for further information.

• **AWARDS WAITING** — Are you a "Jonah's Jaybird?" If you are, the Navy's Office of Information, Navy Department has a "certificate" waiting for you.

One of many unique but unofficial certificates, the "Jaybird" one is individually prepared and suitable for framing. It commemorates the rescue of Navy, Marine or Army Air Corps personnel by submarines off the coast of Japan during World War II.

The Submarine Lifeguard League, in cooperation with Army and Navy aircraft, rescued 504 downed American fliers from enemy waters and beaches during the war. Personnel participating in the rescues are entitled to the certificate. Each certificate has been signed by Vice Admiral Charles A. Lockwood, USN, wartime ComSubPac.

Any Navyman who believes himself eligible for the award should write to the Chief of Information, Navy Department, Washington 25, D. C., giving his name, rank at the time of rescue, the unit to which attached, the approximate date of the rescue and the name of the submarine. The certificate will be forwarded without charge.

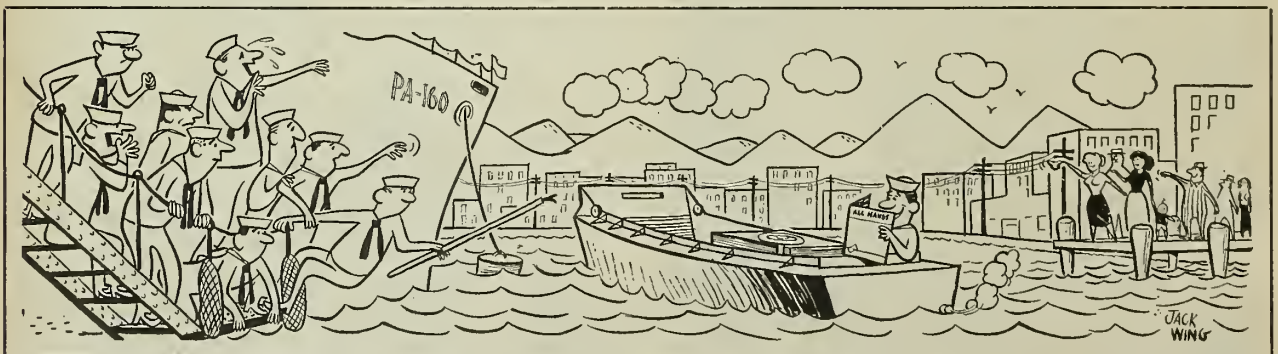
• **DEPENDENTS I.D. Card**—A new, all-purpose "military Dependents Identification Card" (DD Form 720) has been established for dependents of Navy, Marine Corps, Coast Guard and Air Force Personnel. This card will be used by authorized dependents for identification at commissary stores, exchanges, medical services, special services and similar activities.

Non-appropriated funds activities, such as clubs, golf courses, swimming pools, which currently require varying types of identification cards are directed to make all practicable use of the new I.D. card.

History of the single identification card dates back for more than a year and a half when the Navy and Air Force jointly made a study into the complexity of base identification systems. It was discovered that large installations might often require an officer or enlisted man and his wife to carry as many as 20 to 30 identification cards between them. This new I.D. card will be recognized by commands of the Navy, Marine Corps, Air Force and Coast Guard.

It should be noted, however, that this card does not in itself, authorize entry into any classified security area and is not intended to replace any security system now in effect, or to be placed in effect in the future.

BuSandA, through the issuance of SecNav Inst. 1700.1, has promulgated instructions governing the administration of the Military Depend-



PASS THIS COPY ALONG—Cox'n, make gangway! Don't leave nine other men stranded without seeing ALL HANDS.

ents Identification Card. BuPers, BuMed and the Marine Corps coordinated in formulating the identification system. The card is authorized for issuance to eligible dependents of U.S. Navy and Marine Corps personnel on active duty (in excess of 60 days) and to dependents of Navy and Marine Corps retired and Fleet Reserve retired personnel.

The term "dependent," for the purpose of this card, is defined as follows: a lawful wife; a lawful husband, provided such husband is in fact dependent upon his service wife for over one-half of his support; children who are legitimate, unmarried, between the ages of 16 and 20; stepchildren or adopted children, unmarried, between the ages of 16 and 20; children who are legitimate, unmarried, and over 21 years of age, provided such children are incapable of self-support because of mental or physical disability, and are in fact dependent on the serviceman for one-half of their support; or parents, including father, mother, stepparents, and parents by adoption, who are in fact dependent for more than one-half of their support.

Commanding officers at Navy and Marine Corps activities are authorized to issue the dependents' I.D. card. Applications for the new card will be made in duplicate on DD Form 719.

Complete details on regulations governing the application for and use of the Military Dependents Identification Card are contained in SecNav Inst. 1700.1 of 30 Mar 1954.

• DEADLINE FOR POW CLAIMS

—Navymen interned as prisoners of war during World War II have been given until 1 Aug 1954 to file certain prisoner of war claims.

The deadline for Public Law 303 (82nd Congress) has been extended from 9 Apr 1953 to 1 Aug 1954. This law is an amendment to the War Claims Act of 1948 and provides compensation at the rate of \$1.50 a day for each day members of the armed forces of the U. S. were subjected to forced labor and/or inhumane treatment during World War II, in violation of the provisions of the Geneva Convention of 1929.

Generally, claims of this type relate to POWs who were required by enemy governments to work excessive hours under unsafe conditions and without proper compensation, and who were subjected to abuse

by their captors and were not furnished adequate housing and sanitary facilities.

Ex-POWs who have already filed their claim do not need to file again. The extension of the law does not create any new benefits but merely enables every eligible claimant or survivor who failed to file before the April 1953 deadline to exercise his rights under the law.

Claim forms are being mailed directly by the War Claims Commission to the last known address of veterans eligible for this compensation who have not filed before. The forms are also available at Veterans Affairs offices in your state.

The WCC is requesting that all claim applications be air mailed to the office of the War Claims Commission, Washington 25, D. C., to expedite settlement.

• **TIME LIMIT**—SecNav Inst. 1650.4 sets a time limit upon the recommendation for and award of certain decorations.

Except in time of war or national emergency, or during such time as these limits may be legally extended, recommendations for the award of the Legion of Merit, Bronze Star Medal, Air Medal, Letter of Commendation (with ribbon), Presidential Unit Citation or Navy Unit Commendation must be submitted within three years and the award must be made within five years of the date of the act or service.

At present, recommendations for award of the Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star Medal, and the Navy and Marine Corps Medal must be submitted within three years and the award must be made within five years of the act or service. There are no time limits on the Purple Heart.

Recommendations for the Distinguished Flying Cross must be initiated within two years, and the award must be made within three years of the date of the act or service.

In the case where a recommendation for any of the above has been initiated and placed in official channels within the prescribed time limits but has become lost, the certificate of an officer to that effect, accompanied by a copy of the recommendation or a statement of the substance of the original recommendation, may be accepted. For details see the SecNav Instruction.

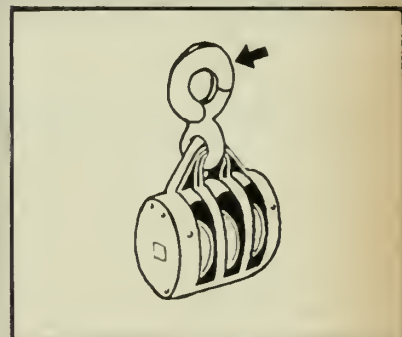
QUIZ AWEIGH

Check your score and see how you rate with your shipmates on this month's quiz? Use this scale: 6 correct, 4.0; 5 correct, Very good; 4 correct, Fair; 3 correct, Guess again.



1. Of great importance in submarine rescue operations is this (a) diver's rig, (b) "false seat" device, (c) rescue chamber.

2. Using this device, (a) 6, (b) 11, (c) 15 persons can normally be rescued at one time.



3. If you have ever done any cargo handling, you probably have come across this (a) trolley block (b) clump block, (c) treble tackle block.

4. The arrow points to the (a) sister hook, (b) disk bearing releasing hook, (c) swivel eye.



5. Above is the Navy's (a) FH-1, (b) F3H-1N, (c) F2H-3.

6. The official name for this all-weather fighter is the (a) Phantom, (b) Demon, (c) Banshee.

ANSWERS TO QUIZ ON PAGE 55



INSTRUMENT check on PT boat is made by ROK Navy officers under direction of instructor Calvert A. Posey, ENC, USN.

USN Lends Helping Hand to ROKN

BUILDING A NAVY is like brewing a good pot of coffee—they both take know-how and the proper ingredients, plus plenty of time to boil. The Republic of Korea lacked time to boil their Navy but they have come up with an instant recipe for building a Navy that has given definite results.

When World War II and the Japanese occupation of Korea ended there were no trained officers or enlisted men, no ships or anything that resembled a Navy in the entire country. Now, less than nine years later, the Republic of Korea has a Naval Academy that could pass as a "pocket edition" of Annapolis; a top notch recruit training center; service schools to give training in various phases of modern warfare and a fast growing fleet of ships, many of which have already proved themselves in combat.

The situation looked pretty bleak back in 1946 when the first Americans went into Korea to lend a helping hand. But, what they saw in the

determined faces of the men they talked with convinced the Americans that someday they would see Korea with a small but efficient fleet. Time has proved them right.

In those early days, what is now the ROK Navy became a Coast Guard, with eight officers and seven enlisted men of the U. S. Coast Guard serving as advisers. Since they were called to Korea without any advance notice or preparation, things were rather mixed up for a short time. The language barrier presented the biggest hurdle at first, but a little ingenuity in sign language and a sense of humor helped both sides.

Training, not on a large basis but rather for the selected few who were best fitted to pass on the knowledge to others, started almost immediately after the Americans arrived. Before the training program got well under way, four 300-ton former Japanese mine planters were delivered to the republic and the Korean Coast Guard was fast becoming a thing of reality. Shortly afterwards

four U. S. LCIs were turned over to the Koreans.

During that same time the Koreans were also busy establishing a communication net between the principal cities where naval bases were to be located. The equipment was borrowed from the Army, salvaged from old Japanese equipment left from World War II and mixed together with a prayer. It worked.

The biggest step forward in the program of building up Korea's sea forces came in February of 1947 when, at a colorful ceremony attended by almost every high ranking Korean and American in the area, the Academy at Chinhae was opened with the induction of eighty midshipmen.

Little more than a year later the Republic of Korea was established and recognized by the nations of the world. Officials decided to turn the Coast Guard into a Navy. The U. S. Coast Guard personnel returned to Japan and a team of American Navy-men took over as advisers.

From that day to this the ROK Navy has been constantly on the move, growing and improving beyond the hopes of those early dreams. Center of both the growth and improvement has been the formerly little known city of Chinhae, which combines the Korean equivalent of San Diego, Norfolk and Annapolis all in one spot.

During World War II the Japanese built up the city, using it as a naval and seaplane base. Its existence was a highly guarded secret.

In contrast to that earlier secrecy, Chinhae today is fast becoming the best known city in Korea. Prime reason for this is the Naval Academy. Each year 100 young naval officers are graduating from the school and loudly sing its praises. These young men receive the same basic course and methods of teaching as those used at the U. S. Naval Academy.

American Navymen and many of the Koreans have tagged the school "little Annapolis," but there is not much physical resemblance. Bare classrooms in old Japanese seaplane hangars contrast very sharply with the modern educational plant on the banks of the Severn, but the same spirit is there.

It's no easy berth for the students; they average 18 hours' work a day. Part of the time is spent in classrooms, the rest on drill fields gaining practical experience in various subjects. At first the students had the added burden of translating into Korean all the texts to be used. This was necessary so that those who followed would be able to study in their native language.

Since the texts were the same as those used at Annapolis, it's possible to get some idea of the tremendous



ROK NAVYMEN learn two codes—Korean Morse and International Morse—at radio school. Lawrence McDonald, RMC, USN, supervises class of seamen.

task they had before them. Most of the texts are concerned with highly technical subjects such as electronics, international law, gunnery, engineering and of course naval warfare.

Officials estimated that it took close to 45 days to turn out 150 translated pages. Then came careful checks by others to insure that everything was correct. Finally the material would be referred to the department concerned to insure that none of the technical meaning had been lost or changed.

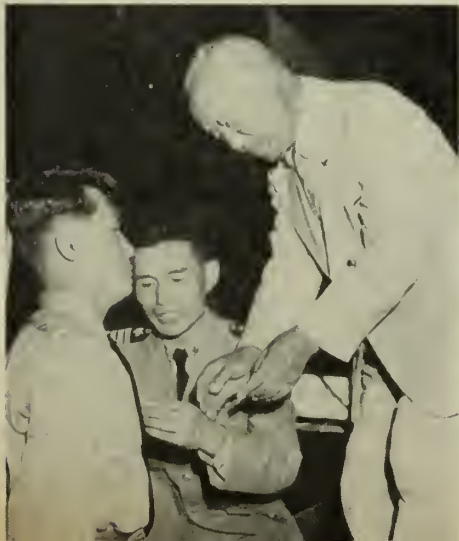
Like every other problem that has come up during the few short years the Korean Navy has been in existence, the translation problem was met head on and overcome. But,

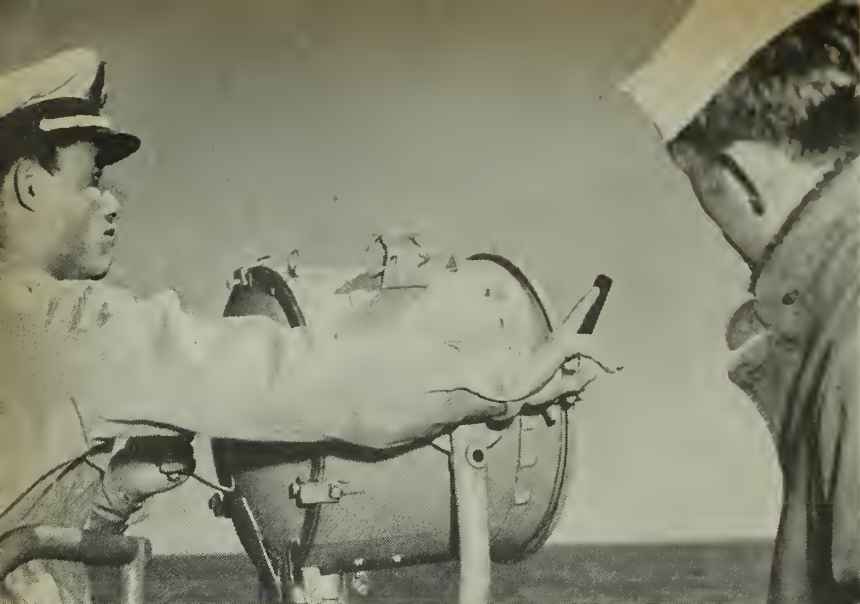
many a night, middies, instructors and the American advisers kept their lights on long after taps, making sure that every detail checked out just right.

Many of those early students are back at the Academy now as instructors. A little older, a little more experienced and with long days of combat patrols under their belts, they are now dishing it out to the men who have followed in their footsteps. Other instructors come from the many universities and colleges which were put out of commission during the long fight in Korea.

One problem which has never confronted officials in their struggle to build up the Navy is the prob-

ROK President Syngman Rhee presents ensign's bars to graduate. Right: Korean family congratulates officer son.





ON THE BRIDGE of USS Bradford (DD 545), an ensign in the ROK Navy gets practice on signal light. Standing by to assist is Walter Simao, SN, USN.

lem of personnel. The youth of the country have been raising their right hands in droves. In one year there were more than 3000 applicants for the 100 openings at the Naval Academy.

Applications for enlistment have been just as high and as a result each enlistee must pass a special examination before being accepted. Once accepted, the enlisted man is sent to the Recruit Center at Chinhae.

Life at the recruit center is just as rough as that at the ROK Naval Academy; however, the course is only 13 weeks. Since the birth of the Navy the number of enlistees has far outstripped its housing quarters and the young men find themselves living a rugged life in barracks that had been warehouses.

In the classrooms the American

Navy again provided the pattern. The texts are the same and the entire program follows training methods used at NTC Great Lakes.

Just as in America, the ROK Navy's "boot camp" consists of general indoctrination into the workings of seamanship, gunnery and general military training. The "bible" for the recruits is the old familiar *Bluejackets Manual*, translated into Korean.

The top men in each recruit class move across the road for further training in one of the service schools while the remainder are assigned ships and stations until they meet the standards needed to enter one of the several specialist's schools.

Like their counterparts in the U. S., the "boots" are classified according to their scores on a battery of tests. These tests indicate the

school they are best fitted for and whether it be radar, sonar, administration or any of the other skills, they enter with a desire to learn that has amazed observers.

These schools were just getting started good when the Korean war began, but the results of the training were shown on the second day of the war.

On 26 June 1950, just one day after the North Koreans invaded the southern half of the country, a PC manned by Korean Navymen spotted a transport full of enemy soldiers. The enemy was heading for the vital port of Pusan.

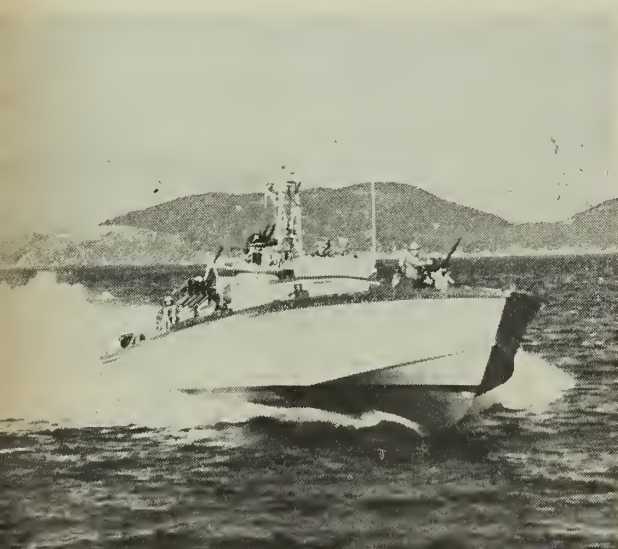
The transport and her cargo had been sent south for a surprise invasion of Pusan but in a night-long battle the PC sent her to the bottom, wiping out the threat and 1000 North Korean soldiers.

That engagement marked first blood for the young ROK Navy and cheered the whole country. Throughout the rest of the war the Koreans proved over and over that they had a Navy they could be proud of. Several ships were sunk by mines and others blasted by shore batteries, but in each instance the men of the ROK Navy only shook their heads and came back for more.

Many of the South Korean officers and men gave valuable assistance to American ships taking part in the fighting. Sent aboard for instruction they proved invaluable in many instances, supplying information about the channels, targets on the beach and acting as interpreters. In addition they stood regular watches and often took part in the actual bombardment of the enemy.

It was during the war that a new

AMERICAN-MADE PT boat is put through its paces by ROK sailors. Right: ROK midshipmen undergo physical conditioning.



training program began, one that has contributed much to the growth of the ROK Navy. In small groups and then in ever growing increments, the government started sending hand-picked officers and men to the U.S. They attend various service schools, spend time in Bureaus and Departments and bring back the knowledge they acquired.

San Diego, Washington, Great Lakes, Norfolk and practically every large naval installation have become familiar with the Korean Navyman. Despite a language barrier they hold their own in classes with American sailors.

When their training is finished these men return to Korea to serve as instructors or in administrative positions where their new knowledge can be given to others. Some go to the shipyard at Chinhae where, with outmoded equipment but up-to-date ideas, work of good quality is being turned out. Doctors trained at Bethesda are either at the various naval bases or in the big hospital at Chinhae which, operating under conditions of handicap due to shortage of proper equipment and space, has performed wonders in treating the wounded from the war.

The compact ROK Navy is doing a top notch job—a job which usually requires many more years. Its ships and crews represent a Navy that was born in the aftermath of World War II, grew to adolescence in the Korean war and is just now emerging into the early stages of manhood. If the officers and men have anything to say about it, the ROK Navy will shortly rank near the top in fighting qualities and esprit de corps.

—Bob Ohl, JO1, USN.



HEADQUARTERS for ROK Navy service schools resembles college campus. Below: fire fighting is taught in Damage Control class by K. M. Crain, DCW2, USN.



CEREMONIES mark transfer of USS LSSL 85 (left) and PT boats to Republic of Korea Navy. Transfers took place in Japan.



Naval Drill Team



INTRICATE MANEUVERS like this win trophies for drill team. Below: Men look smart 'going off in all directions.'



WHILE THE LINES of the old military ballad claim that none can compare with the high-stepping "Grenadier," there's a naval drill team on the U. S. West Coast which stands ready to refute this conclusion at the blast of the drillmaster's whistle.

For snap, discipline, and precision, the drill team of the Electronics School at Treasure Island, San Francisco, is difficult to beat, as the shiny glass case full of trophies the team has won over the past six years proves. Take a look at these pictures and you'll be inclined to agree. When it comes to intricate and unusual parade routines, "This outfit is unsurpassed," says the team's current drillmaster Clarence Blackwell, SN, of Pensacola, Fla.

The Officer-in-Charge of the School's Barracks backs this statement and adds his own challenge of competition to any military drill team, locally or in other naval districts. (For another top drill team see page 37 of this issue and ALL HANDS October 1953, p. 8).

Aside from its value to the Navy, the naval drill team has public relations appeal. In fact, it was because of local public interest in the Navy that the Electronics School team was first conceived and organized in the fall of 1947. The drill team appeared on several occasions and made a good impression. But it was some time before it started winning trophies. Then, in 1949, A. E. Owens, Chief Torpedoman, at the time CPO in Charge, Schools Barracks, received permission to organize a military drill team. Its ambition was to become the best team in the state.

The first call for volunteers brought 90 men, but after two weeks of intensive drilling, following school hours, the number had dwindled to 36. "It was this group of 36 which formed the nucleus of our present team," the O-in-C explained. Since then, a number of equally salty chief petty officers have volunteered their services.

At present, they learn the fine points of competitive

DRILL TEAM at Electronics School, Treasure Island, won



Takes the Trophies

drill from T. B. Combs, a chief boatswain's mate of 18 years' service. Today, after almost six years of spirited competition, in which they claim to have defeated every other major drill team in the state, recruiting new team members offers no problem. It was this spirit that won the Electronics School the coveted State Drill Team Championship three years in succession, in 1951, 1952, and 1953.

In October of 1953, all 24 members of the team performed at the Texas State Fair and took part in the subsequent Parade festivities there.

The basic job at the Treasure Island school is training electronics technicians to service the forces afloat, but as a spare time activity the military drill team is popular with both the men and the Navy.

The team members are students chosen from an already select group. In order to enter the school in the first place, it is necessary to have a combined GCT and Mathematics score of 115. Once admitted, only the men with the highest grades are allowed to try out for the team. A neophyte, for example, must practice for two weeks before even being judged for membership on the team. Those who do make it are not excused from any of the academic studies and must keep up their grades to stay.

The men give their own free time to drill, elect their own drillmaster, and ballot as well on which competitions they wish to enter. They sandwich in their drill periods late in the afternoon in a work-and-study day which gets underway at 0530. After drill, they busy themselves ironing uniforms, nailing marching cleats onto the heels of their shoes, and cleaning or shining rifles, bayonets and web belts.

The spirit of competition and self-development on the drill field pays off, not only there, but also in the men's efficiency, appearance and aptitude.

LT David P. Marin, USNR

California state championship three years in succession.



SNAP, precision and discipline are drill team's 'trade-marks.' Below: Team practices another of its maneuvers.



Waves' 'Gold Hash Mark' Anniversary

THIS MONTH MARKS an important milestone for women of the U. S. Navy—it is their "Gold Hash Mark" anniversary.

Twelve years ago the Waves started out as a small group of patriotic women who volunteered their service to the Navy in World War II. Originally it was proposed to recruit only 10,000 Waves, but by the end of the first year their strength had already more than doubled. They reached their numerical peak in July 1945 when there were approximately 90,000 officers and enlisted women on active duty, serving at naval activities in the U. S. and Hawaii.

Waves performed nearly every type of duty ashore, including those of gunnery instructor, ballistics expert, navigation instructor and as skilled technical workers as well as yeoman, storekeeper, hospital corpsman and others.

Women officers served as lawyers, far cry from that of the "Yeoman

civil engineers, doctors, linguists and educators.

The outstanding record established by the Waves in World War II paved the way for the passage in June 1948 of the "Women's Armed Services Integration Act" which made women a permanent part of the Regular Navy. The new law gave women a chance to make the Navy their career.

Today the Waves are an integral part of the service. Although their numerical strength has been reduced since World War II, their importance has not changed.

These Waves will form the nucleus of any expanded force that might be needed in the event of a future emergency. Should the call come, they are the ones who will be delegated to train other women to relieve the men needed for duty with the Fleet.

The job of the Waves today is a

(F)" of World War I whose work was mostly stenographic. Their duties in the naval service were greatly increased during World War II. In the Korean fighting Waves once again demonstrated their value in an emergency, when women were recalled to active duty in the naval service both voluntarily and involuntarily.

Enlisted Waves today fill 27 of the Navy's 64 general service ratings. Officer and enlisted women are serving not only in the U. S., but also in overseas duty billets in England, France, Norway, Germany, Italy, Japan, Guam, Hawaii, Alaska, Puerto Rico and Newfoundland.

Who are some of the women who make up today's career force? How has their own training prepared them to take over the responsibilities which they now have and greater responsibilities which could be theirs tomorrow?

This is to introduce several of them, all of whom will be in the first group to complete their first 12 years of service this fall.

- Margaret Alice Gay, SKC, usn, will be among the first to be eligible to enter the ranks of the "Gold Hash Mark" Waves on 1 October. Chief Gay is now on duty at U. S. Naval Training Center, Bainbridge, Md. She attended Storekeeper School at Bloomington, Indiana, in one of the first classes held at that school. Her home is in Auburn, Mass., and her duty has taken her to Cleveland, Ohio; Boston, Mass.; and Pearl Harbor, T. H. While on duty as Chief Master-at-Arms in the Waves Barracks at the Naval Receiving Station, Pearl Harbor, T. H., she received a letter of commendation from her C. O. for outstanding service.

- Rita Delia Roche, TEC, usn, at U. S. Naval Communication Station, New Orleans, La., celebrates her 12 years of Naval service on 2 October. She attended one of the first classes at the Yeoman School, Stillwater, Okla. Most of the duty of Chief Teleman Roche has been in the Mardi Gras town of New Orleans, La. She has also served in New York City and Washington, D. C.

- Angelina Margaret DeLeo, YNC, usn, on duty as an instructor in recruit training at U. S. Naval Training Center, Bainbridge, Md.,





LTJG Katherine Keating, MSC, USN, was once Wave radioman. Right: Janice Vaughn, SA, USN, renders snappy salute.

will be eligible for her gold marks on 6 October. She also attended Yeoman School at Stillwater, Okla., as well as Instructor School at U. S. Naval Receiving Station, Norfolk, Va. Chief DeLeo's home is Belmont, Mass. She has served at Washington, D. C., and Pearl Harbor, T. H. She received a letter of commendation for outstanding services from the Commandant of the Fourteenth Naval District.

• Kathryn Mary Smith, SKC, usn, will add her third hash mark on 8 October. Currently on duty at U. S. Naval Training Center, Bainbridge, Md., Chief Smith attended Storekeeper School at Bloomington, Indiana, and was an instructor at Wave Recruit Training Center, Great

Lakes, Ill. Her home is in Philadelphia, Pa. She served at Cleveland, Ohio, during World War II and later at U. S. Naval Auxiliary Air Station, Whiting Field, Milton, Fla.; and U. S. Naval Air Station, Pensacola, Fla.

• Sallie Miller, RMC, usn, will celebrate her 12th anniversary with the Waves on 10 October. She is on duty at U. S. Naval Air Station, Anacostia, D. C. Her home is in Colorado City, Texas. Chief Miller went through recruit training and Radio School at the University of Wisconsin, Madison, Wisconsin. Like many of her gold-hash-mark sisters, she has had duty in Hawaii, at the U. S. Naval Communication Station, Pearl Harbor, T. H.

• Alice Grace Evans, YNC, usn, on duty at U. S. Naval Training Center, Great Lakes, Ill., will also add another to her four-year stripes on 6 October. She attended Yeoman School at Stillwater Okla. Chief Evans, whose home is in Portland, Oregon, has been on duty at U. S. Naval Air Station, Los Alamitos, Calif.; NAS, Glenview, Ill.; Pasco, Washington; Kansas City, Kansas; and Seattle, Washington.

• Agnes McSkimming, SKC, usn, will celebrate her 12 years on 8 October. She attended Storekeeper School at Bloomington, Indiana. Chief McSkimming's home is in Brooklyn, New York. She is on duty at Staff Headquarters, 14th Naval District and Hawaiian Sea Frontier.

THREE WAVES soon to wear gold hash marks: Margaret A. Gay, SKC, (left), puts uniform in shape. Sallie Miller, RMC, another old-timer, (left center), checks quarters with Ruth Osgood, TE1. Alice Evans, YNC, completes 'paperwork.'





TRAVELING WAVES—Two Navywomen pack up for trip to Hawaii. Right: Sights of San Francisco attract this Wave.

However, next month she is scheduled to report to Service School Command, Naval Training Center, San Diego, Calif., for temporary duty under instruction in the U. S. Naval School, Personnel Man.

- Henrietta D. Leonard, YNC, USN, will celebrate her 12 years of service on 8 October. She is on duty at U. S. Naval Receiving Station, Pearl Harbor, T. H. She attended recruit training, and then Yeoman School at Stillwater, Okla. Chief Leonard's home is Wellsburg, West Va. She has had duty in Washington, D. C., with the Bureau of Aero-

navics, with Air Transport Squadron Two at NAS Alameda, Calif., and Air Transport Squadron Four at Moffett Field, Calif. She received a letter of commendation from the Port Director, U. S. Naval Base, San Diego, Calif., for her duty at that activity.

- Annette Hart Rivers, SKC, USN, will be eligible for gold hashmarks on 8 October. Now on duty at U. S. Recruiting Station, Portland, Ore., Chief Rivers attended Storekeeper School at Bloomington, Indiana. Her home is in Framington, Mass., and in addition to duty in Boston, she

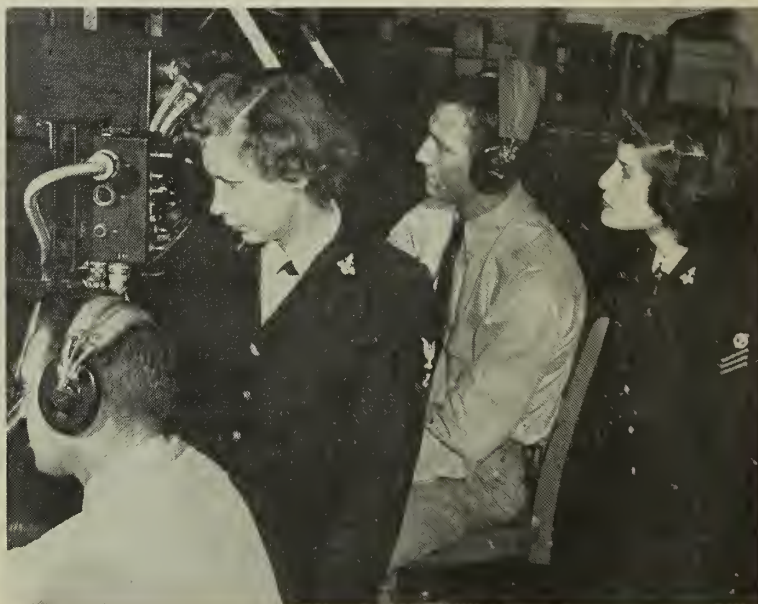
has served at Pearl Harbor, T. H.; Washington, D. C.; and Cleveland, Ohio.

Working side by side with the men of the fighting force, the women who make up the Navy's career force have established themselves as a permanent and necessary part of the naval establishment.

It is fitting and proper that the Waves step out this month with their "heads held high" as they acknowledge their "Gold Hash Mark Anniversary," the 12th year of a job well done.

—Ted Sammon

WAVES AT WORK—Gertrude Anderson, AC1, USN, takes down flight plan. Right: Two Waves supervise radar class.



Navy Boxers Go Down—But Not Out

NAVY GOT OFF to a fast start in the second annual Inter-Service Boxing Tournament held this year at Lackland AFB, Texas, but the Sea Service pugilists faded in the finals and only Cliff Eskridge, QMSN, was able to win a 1954 title.

The Air Force team, which last year failed to win a single individual title, made up for it in this tourney. They went home with six individual champions and a total of 35 points, annexing the Inter-Service team championship. The Marine Corps fighters scored 22 points and gained one individual championship to place second. Navy and Army tied for third place, scoring 20 points each. Army boxers won the remaining two division titles.

Action in the finals began with flyweights Jesse Herrera of the Air Force and Navy's Cliff Eskridge squaring off.

Both boys came out throwing leather. About a half a minute after the fight started, Eskridge slipped in a powerful right hook to deck Herrera who took the automatic eight count required by AAU rules. Herrera came back strong and began forcing the fight but Eskridge, although not landing as many punches, was "planting" his shots.

The torrid pace set by the fighters in the first stanza continued in the second as Eskridge began scoring heavily with both hands. So ring-wise Herrera, who has won most of his 99 previous fights, seemed to change his style of fighting from long shots to short, sharp jabs. The round ended with Herrera forcing Eskridge to the ropes.

The third round brought the 9000 fans in the stadium to their feet as the two flyweights tore into each other. Both fighters cut loose with a barrage of lefts and rights that had the fans groggy with excitement. With about a minute and ten seconds left, Herrera made his last big bid as he landed several telling blows. But the game Eskridge called on his reserve power and finished up with a sharp uppercut that snapped Herrera's head back.

Navyman Eskridge received the nod, mainly on the points he picked up for his first round knockdown and became Inter-Service flyweight champ.

At this point, Navy's chances looked bright, but the next three bouts



KENNEDY TROPHY winner Warren Peterson, SN, USN, floors Bill Miller, FN, USN, for Navy welterweight crown.

saw the Sea Service leatherpushers on the short end of the score.

Ray Wharton carried the Navy colors into the bantamweight battle against Army Sgt. George Davis, who was defending his 1953 Inter-Service crown. Davis used a dynamite-laden set of mitts to defend his crown successfully.

In the second round, Wharton almost stopped Davis with a hard right, but the spunky soldier came back strong before the round ended.

The Army fighter scored with a hard left followed by an overhand right, the combination sending Wharton to the canvas in the third. The sailor got up and battled back to the finish. The decision went to the Army man by a slim margin.

Ray Lancaster was Navy's entry in the lightweight division with Jimmy Hornsby of Air Force providing the opposition. Lancaster quickly solved Hornsby's "long loopers" but the cagey airman turned to short jabs to score often and effectively.

Lancaster forced the action in the first two rounds, but late in the second canto, he slipped and was clipped with a one-two combination. He took the automatic eight count but came back throwing leather.

The rangy Navy fighter had the best of it in the third with Hornsby fighting a cautious battle. Lancaster had come back strong at the end but with the knockdown in the second going against the Navyman, Hornsby was awarded the decision.

Abe Haynes, well-known Navy light welterweight, battled Sgt. William Morton of Air Force for the Inter-Service title. Abe appeared to show the wear of a furious fight the night before. Morton, handicapped by a bandaged knee, displayed terrific speed in the initial round. In the second, Haynes caught Morton with a couple of sharp jabs and a powerful

FEATHERWEIGHT Bob Nichols, BM2, USN (left), cocks his right in bout with Gene Torran, AN, USN. Nichols from USS C. P. Cecil (DDR 835) won All-Navy title.





Kochersperger



Lee



Plant



Butler



Peterson

right to drive him into the ropes.

Throughout the rest of the bout, Haynes tagged the sinewy Morton hard and often, but the Air Force battler piled up points with a rapid five-punch combination. The battle, close throughout, went to Morton.

In the featherweight clash, Harry Smith of Air Force decisioned Harold Conklin of the Marines.

Hard-hitting Herbert Mickles of Army won the welterweight title from Harry Fleck of the Marines when Fleck was forced out of the fight in 2:20 of the first round because of additional damage inflicted to his already broken nose, suffered in winning the semi-final bout the previous night.

The Air Force's Paul Wright annexed the light-middleweight title as he decisioned Marine Joe Davis.

Leatherneck Dick Hill, who last year lost out to Navy's Bill Tate, decisioned Bryant Thompson to win the Inter-Service middleweight crown.

Both heavyweight class titles went to Air Force fighters as Orville Pitts decisioned Edward Jenkins of Army for the light-heavy crown and John Stewart decisioned Marine Aubrey "Bud" House in the heavyweight set-to.

All the fighters in the finals showed amazing recuperative powers. In the semi-finals the night before, all had fought tremendous battles. Briefly, this is how the Navy entries fared in the semi's.

Cliff Eskridge, the only sailor to win an Inter-Service title this year, opened festivities as he decisioned Marine Corporal Phil Ortiz. Each round saw many good flurries by both fighters with Eskridge making points by using a counter-punching right hand. The Navyman forced the fighting all the way although Ortiz covered well and proved himself to be a tough and shifty boxer.

In the lightweight clash, Navy's Ray Lancaster copped the decision over Marine Walter Byars.

Ward Yee of Air Force tried using his strength against Navy's Ray Wharton but the sailor's clever tactics gained him the decision. In the featherweight class, Bob Nichols, BM2, usn, moved fast but had trouble with Airman Second Class Harry Smith's southpaw stance. Nichols fought gamely throughout but was decked in the third and lost the decision.

Navyman Abe Haynes took the decision in the light-welter class over Army's Sammy Johnson, taking the best Johnson could throw and returning the punishment in kind. The Navy fighter won by unanimous decision.

Navy southpaw Warren Peterson went against Army Private Herbert Mickles in the welterweight semi-finals and lost a close decision. Peterson, the only fighter to win an All-Navy title by a knockout this year, displayed a neat right uppercut to tally many points. Mickles, Interna-

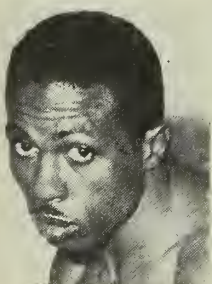
tional Golden Gloves champion in 1953, traded punch for punch with the Navyman to gain the decision.

All-Navy light-middleweight champion Bob Plant was forced to withdraw from the Inter-Service with an injured hand. His alternate, Bob Fernandes couldn't make the weight. Navy then called upon Hank Brown, FN, to battle Airman Paul Wright. An Air Force judo instructor and former Golden Gloves champion, Wright reached Brown early and won on a TKO in the second.

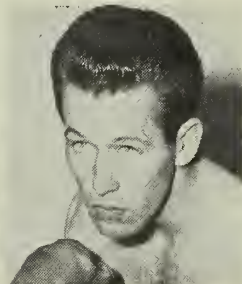
Then powerful Charlie Butler went in to battle Air Force's Bryant Thompson. Butler came out swinging and his power punches and brilliant counter-punching drew great crowd applause.

Thompson, who holds over a dozen titles, had never been decked in his long boxing career but Butler changed that, throwing a sharp left jab and a series to the head to put Thompson on the canvas. After taking an eight count, Thompson came back fighting. But the situation suddenly reversed when Thompson caught Butler high on the head with a wild left that twisted Butler's headgear. The sailor went down to one knee to adjust his headgear. Before he regained his feet he'd been counted out by the referee.

In one of the best fights of the semi-finals, Navy's Don Lee climbed through the ropes to face Airman First Class Orville Pitts. Lee, long known throughout Navy fight circles



Haynes



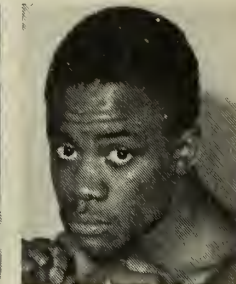
Lancaster



Nichols



Mathes



Eskridge

for his eagerness to mix it up, faced Pitts with a southpaw stance.

Both men were staggered in the second round and in the third Lee went down for an eight count. He came back strong, however, and for the remainder of the round was on the giving end. In a fight so close that even the winner said it could have gone either way, the decision went to the airman.

Pitts went on to win the Inter-Service "Outstanding Boxer" award. Although he had injured his right in his tremendous battle with Lee, in the finals he used his ring savvy and left hand to such advantage that he won both the title and the trophy.

Big Jake Solus, substitute for the injured Bob Kochersperger, was the last Navy boxer on the semi-final card. He went up against heavily muscled Air Force Sergeant John Stewart. A converted light-heavy, Stewart displayed a lightning fast left and a good uppercut to win.

Navy thus went into the finals with four fighters out of the 10 weight divisions. The Marines went in with five, Air Force with eight and Army with three.

All-Navy

The Sea Service champions had been determined a week before at the All-Navy boxing championships held in San Diego. Each winner gained the right to represent the Navy in the Inter-Service.

In one of the best bouts of the All-Navy, Warren Peterson, hard-hitting welterweight, scored the only knockout of the tourney when he chilled Bill Miller of 13th ND in 2:35 of the second round.

Three fighters, Don Lee, Charles Butler and Abe Haynes, successfully defended their All-Navy crowns although Lee and Butler dropped to lighter weight divisions. Last year's heavyweight king, Lee, became a light-heavy this year and won the title by decisioning Ronald Clark of NAS Alameda, Calif.

Clark scored in the first round by hooking his left and banging a straight right inside but Lee's experience and style were too much for Clark.

Charlie Butler moved from the light-heavyweight down to the middleweight division and pounded out a unanimous decision over Henry Brown of *uss Thomas F. Nickel* (DE 587). Brown spent most of the evening on his "bicycle" but Butler scored effectively when he cornered

his opponent along the ropes.

Abe Haynes retained his light welterweight crown although taxed to the limit by Ray Allen of the Washington, D. C., Receiving Station. The fight was even going into the third round, both fighters having scored well in the previous stanzas. In the third, Haynes opened up with a flurry of lefts and rights to take the edge and retain his All-Navy diadem.

Ray Lancaster stopped the other defending All-Navy champion in this year's tourney, decisioning Bob Jackson to become All-Navy lightweight titlist. Lancaster dominated the action all the way, looking more the part of champion than challenger. Jackson tried fighting from a crouch, but with little effectiveness; when he straightened up, Lancaster beat him to the punch.

In the light middleweight clash, Pensacola NavCad Bob Plant won a rugged decision over Gus Fernandes of NTC San Diego. Plant used his size and power to get out of trouble when Fernandes hurt him with long right-hand punches. The NavCad's margin of victory came in the second when he drove Fernandes into the ropes with a long right hand and then moved in to land heavily with body punches.

The plucky Fernandes came back in the third to give more than he took, but Plant's second round edge was too much to overcome.

In team scoring, the Eastern Navy team again won the title with six of the 10 All-Navy champions.

Here is the summary of the new

Navy's Outstanding Boxer

Warren Peterson, SN, USN, representing the Potomac River Naval Command, was voted the "Outstanding Boxer" of the 1954 All-Navy tournament and was awarded the Captain Jack Kennedy Memorial Trophy.

The Kennedy Memorial Trophy is a perpetual award, given each year to the outstanding boxer in the All-Navy tourney. Selection for the award is based on the boxer's courage, sportsmanship, aggressiveness and skill.

Peterson was voted the award for his showing in the welterweight finals against Bill Miller of 13th ND. The portside slugger decked Miller in 2:35 of the second round with a left uppercut followed by a stinging right cross.



ALL-NAVY bantamweight title went to Jerry Mathes, Sgt., USMC, (right), in match with Ray Wharton, SH2, USN.

All-Navy champions, the men they defeated and the ships or stations they represent.

Flyweight—Clifton Eskridge, QMSN, USN, ComPhibLant, decisioned Johnny Eugenio, SN USN, *uss Frontier* (AD 25).

Bantamweight—Jerry Mathes, Sgt, USMC, Marine Barracks, Bremerton, Wash., won a split decision over Ray Wharton, SH2, USN, *uss Grand Canyon* (AD 28). Mathes was not authorized to represent Navy in Inter-Service due to Marine regulations so Wharton replaced him.

Featherweight—Bob Nichols, BM2, USN, *uss Charles P. Cecil* (DDR 835), decisioned Gene Toran, AN, USN, *uss Saipan* (CVL 48).

Lightweight—Ray Lancaster, SN, USN, Naval Station, San Diego, decisioned Bob Jackson, TN, USN, ComMinLant.

Light welterweight—Abraham Haynes, SN, USN, NAS San Diego, decisioned Ray Allen, SN, USN, Washington, D. C., Receiving Station.

Welterweight—Warren Peterson, SN, USN, Potomac River Naval Command, knocked out Bill Miller, FN, USN, 13th ND, 2:35 second round.

Light middleweight—Bob Plant, NavCad, USNR, NAS Pensacola, Fla., decisioned Gus Fernandes, SN, USN, NTC San Diego.

Middleweight—Charles Butler, SN, USN, *uss Jarvis* (DD 799), decisioned Henry Brown, FN, SN, *uss Thomas F. Nickel* (DE 587).

Light heavyweight—Don Lee, SH3, USN, *uss Chilton* (APA 38), decisioned Ronald Clark, AO3, USN, NAS Alameda.

Heavyweight—Bob Kochersperger, FN, USN, Naval Station Guam, split decision over Jacob F. Solus, SN, USN, NAS Corpus Christi, Texas.

—Rudy C. Garcia, JO1, USN.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

HOW WIDE IS THE ATLANTIC OCEAN?—The Air Force, together with other military and civilian scientists of this and other nations, hoped to find out by watching a solar eclipse on 30 June.

In a brief period of two-and-three-quarter hours, while the shadow of the moon raced 3000 miles an hour from Nebraska in this country to Pakistan on the other side of the globe, experts gathered data at a series of observation sites, some in remote sections of the world. A year of preparation was spent in making plans to view the total eclipse—there will not be another one that will span both North America and Europe until the year 2151.

To determine the ocean's width as well as other distances, three methods were used. Named for the scientists who developed them—Bonsdorff, Lindblad and Gaviola—these methods are expected to give much more precise knowledge of the actual distances between points in the U.S. and Europe.

Use of highly sensitive photographic and photo-electric equipment is involved in all three methods. The Bonsdorff method directly photographs crescents of the sun as the moon passes between it and earth; the Lindblad method, also employing photography, shows the flash or reversed spectrum as the moon passes. The Gaviola method measures the decreasing light intensity as the moon shuts out the sun.

Because the moons' shadow and the precise time of its location are known, distances can be computed accurately through the use of the three methods. Scientists feel that a true comparison of the relative accuracy of the three techniques will result from the 30 June studies.

The eclipse path followed a huge arc, starting in Nebraska at sunrise, and proceeding through Eastern Canada, Labrador, Southern Greenland, Iceland, the Faeroes and Shetland Islands, Southern Norway and Sweden, Russia, Iran, Afghanistan and Pakistan to its ending at sunset in Northern India.

Along this path were four major sites and eight



F-100 SUPER SABRE, one of the Air Force's latest operational jet fighters, has combat radius of over 500 miles.

minor sites, the latter on the edges of the 80-mile-wide shadow. American scientists were responsible for observations at all sites except those in the Scandinavian countries. In Norway and Sweden, only a few U. S. observers were present, and actual operations were conducted by Finnish and Swedish scientists.

★ ★ ★

A LOW-POWERED TELEVISION STATION will go into operation at a remote Strategic Air Command base in Maine this year to determine the feasibility of providing limited TV facilities for airmen stationed at certain isolated forward bases.

The experimental station, which has a range of about three miles, will be located at Limestone Air Force Base, the home of an SAC bomber unit in the northeast corner of Maine. The single-camera TV facility will present films and kinescope recordings of programs transcribed from major networks and also provide limited lecture or interview-type "live" programs.

SAC Commander General Curtis E. LeMay, USAF, said the TV facilities are being considered as a means of increasing incentives and making tours of duty at isolated bases more attractive to potential re-enlistees. If the Limestone pilot station is successful, other low-powered stations may be considered at remote installations where there is no commercial TV coverage.

★ ★ ★

AERIAL DELIVERY of heavy equipment by a new, fast method to forward area troops has been devised for the Air Force's largest cargo plane, the C-124.

As much as 40,000 pounds can be parachuted in a few seconds by a single plane under the new system. It utilizes a pair of rails, a chain drive and specially-designed pallets to move the cargo out of the aircraft quickly. Only minor structural changes of the plane are required to install the 2800-pound delivery system.

In the new method, three previously packed pallets are loaded into the plane and hooked to the chain drive. As the drop area is approached, the tie-downs are removed and at the desired time the chain drive is started. The equipment is then easily parachuted from the plane. On heavy loads, as many as six parachutes, each capable of supporting 3000 pounds, are required.



OFF WITH A ROAR is the Air Force's first tactical, pilotless bomber now in production, the B-61 Matador.

AN ELECTRONIC THERMOMETER which gives an accurate temperature reading in five to seven seconds has been developed by the Army Medical Service Corps.

The new thermometer represents the first change in clinical thermometers since the mercury column type was introduced as a diagnostic instrument in 1867. In addition to recording a temperature much faster, the new thermometer, known as "Swifttem," is more accurate in its readings.

The new electronic thermometer is light of weight and small enough to fit easily in the palm of the hand. In appearance it resembles a typical photographic light meter, and is operated by a finger button switch.

The device is powered by a mercury cell battery which operates over a wide temperature range and is unaffected by humidity. The battery, contained in the plastic case which also houses the recording meter, is designed to provide up to 750 hours of operation.

★ ★ ★

"AIR-MAILING" 105MM HOWITZERS—At the Artillery School, Ft. Sill, Okla., a new method of transporting the 105s to new positions is expected to give infantry and armored divisions the fastest, most effective artillery support of any army in history.

The helicopter used for delivering the 105 is the H-19. A wooden block measuring 4 by 4 by 12 inches, and two stout tree limbs are the only other equipment necessary. No special tools are needed. Although larger 'copters will probably carry the 105 assembled, the H-19 requires that the artillery piece be disassembled for transportation. In addition to the wheels, the 105 is lashed into three loads and slung beneath the 'copter.

Extremely rapid compared to ground movement, the new method takes less than 15 minutes to disassemble and prepare a 105 for helicopter lift, and less than 20 minutes to prepare for firing at delivery point.

Though it has been possible for some time to move other smaller artillery pieces by 'copter, a new phase in the development of artillery mobility is now open with the addition of the 105mm howitzer to the ranks of 'copter-borne weapons.

★ ★ ★

SEVERAL CHEMICAL REPELLENTS, to protect troops in the field against ticks, mites and other insects, are now undergoing extensive tests by the Army Medical Service to determine the maximum strength of the repellents that the human body can withstand without harmful or discomforting effects.

Tests already conducted indicate that when applied to uniforms, the new repellents will provide field troops with effective protection from disease-bearing "arthropods," such as ticks, spiders and mites.

To assist the Army in testing the repellents, 100 prisoners at a federal penitentiary have volunteered to wear clothing impregnated with the compounds for a period of four months. During the test period, the volunteers will carry out their normal duties while wearing treated clothing. Once a week, in an effort to simulate conditions of a field soldier, they will receive clean clothing impregnated with the repellents in varying degrees of strength.

The present tests are being conducted solely to determine the maximum strength of the chemical so-



ELECTRONIC thermometer, first big change in clinical thermometer since 1867, was developed by Army dentist.

lution that the human body can comfortably withstand, and the volunteers will not be exposed to the bites of disease-bearing mites.

★ ★ ★

ARMY RANGER OR ARMY AIRBORNE TRAINING will now be the bill of fare for all newly-commissioned Regular Army Second lieutenants in Infantry, Armor, Artillery, Engineering Corps and Signal Corps. The program, begun in June of this year, is a move designed to develop a "rugged, well-rounded" corps of Army officers.

The course to be taken will be optional with the individual officer, but those who elect and fail to complete the Airborne course will then be required to complete the Ranger course.

The Airborne course consists of approximately four and a half weeks of intensive conditioning and training in all phases of Airborne techniques including jump training. The Ranger course calls for rigorous and realistic training under simulated combat conditions for a period of approximately two months.



ARMY'S T-43 Heavy Tank—newest and biggest of the post-WW II line-up—mounts a 120-mm high velocity gun.



OVER THE WAVES go two Marines in double highline transfer chair. Above right: Sailor is pulled out of sea via highline. Below: Life raft is another means of transfer.



From Bosun's Chair



THERE'S AN OLD SAYING about there being "many ways to skin a cat." This idea may well be applied to the transfer of personnel from ship to ship at sea.

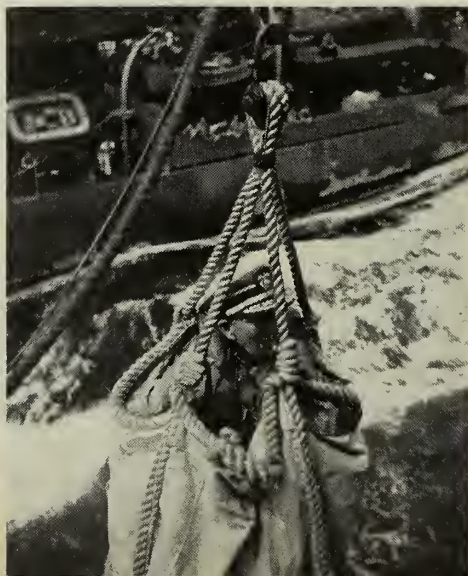
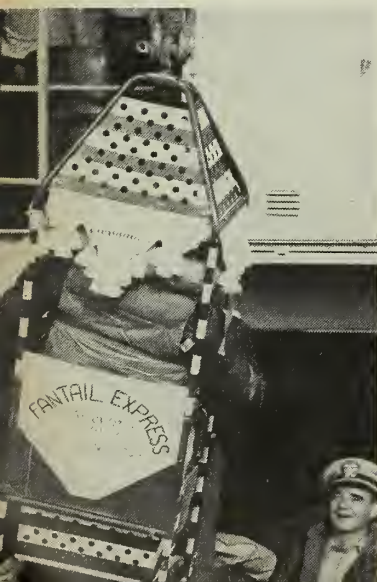
Sometimes when transferring several persons the transfer is accomplished by yard and stay or the Burtoning method. Sometimes a helicopter or small boat is used. Occasionally a transfer is made when a vessel is alongside another vessel, with no way on.

More often than not, however, the highline transfer is the method used. This system, involving the use of trolley blocks, highline, inhaul and outhaul lines, chair or canvas bag serves to transfer stores, provisions and mail as well as personnel from ship to ship while the vessels are underway. Moreover, it is the approved and usual method for transferring personnel.

There are almost as many "conveyances" for transfer of personnel from ship to ship as there may be reasons for such transfers. The photographs on these two pages will show you a variety of ways to transfer men. (The photos on page 24 illustrate several steps in the transfer of a patient.)

You will note, for example, that two men can be transferred at the same time in a double highline transfer chair. You'll also see how coaling bags, life rafts,

'FANTAIL EXPRESS' is nickname for this highline transfer chair. Center: ADM Arthur W. Radford, USN, takes ride in 'coaling bag.' Right: Plane crewman is returned to aircraft carrier via boatswain's chair after rescue at sea.





to Breeches Buoy

boatswain's chairs, highline transfer chairs and breeches buoys can be used.

In the photograph at the top center of these two pages you can see how a Navyman who was swept over the side by a large wave was rescued by means of a highline. Hauled in by a tanker's winch, the sailor suffered only a bruised knee and the after-effects of a three-minute dunking. The incident occurred when a cruiser was refueling from the tanker in rough seas.

The operation of a transfer at sea, while no cinch, is not so difficult as it may seem. Today it can be carried out at speeds and under conditions that would have been considered impossible a few years ago.

In a transfer of this sort, the larger—or least maneuverable—ship maintains a constant course and speed. As one example, the smaller vessel, such as a destroyer, comes up from astern on either quarter, reducing speed so that her bridge will be even with the larger ship's stern and her forecastle varying from approximately 40 to 120 feet away from the quarter.

When the smaller ship is steady in position, a manila highline can be passed and the transfer begun.

In preparing to make a transfer via manila highline, the high line should be rigged as nearly level as pos-

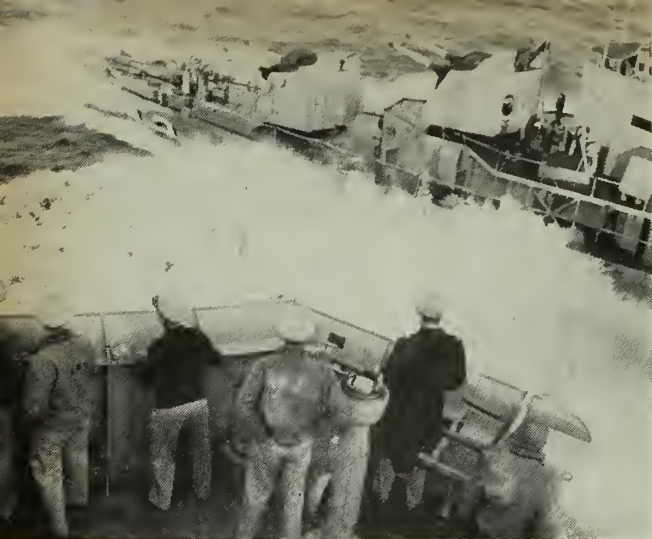


BREECHES BUOY RIDE—Sailor is helped aboard destroyer after transfer in a 'breeches buoy.' Below: Variation of breeches buoy is used in this highline transfer.

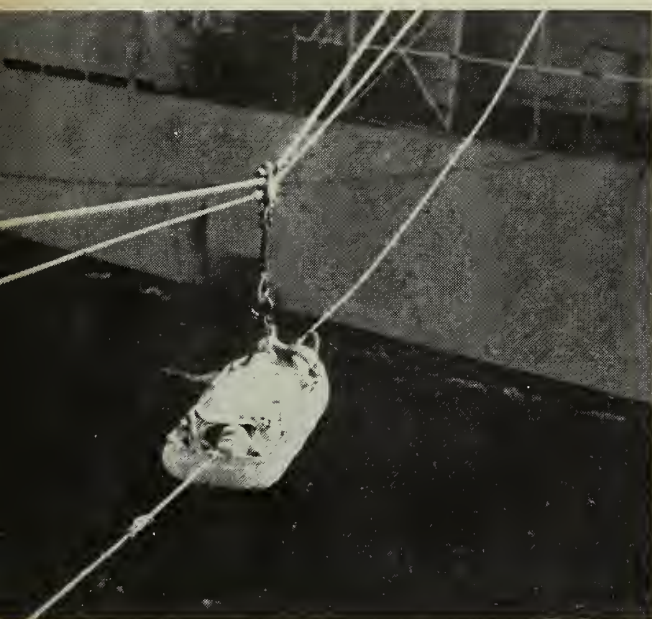


'MACNAMARA LACE' decorates this 'highline express' carrying VADM John H. Cassady, USN, from USS Salem (CA-139) to USS Coral Sea (CVA 43). Right: Stokes litter is used to transfer this victim of appendicitis to Navy cruiser.





LINE IS RIGGED for transfer of patient. Below: Injured man is carefully maneuvered to the receiving vessel.



PATIENT is lowered away to USS Cascade (AD 16). Right: Transfer safely accomplished, patient is taken to sick bay.



sible. It should always be kept taut by manpower when transferring personnel. A winch may be used only for cargo.

A trolley with safety hook rides the line. The object to be transferred is secured to the safety hook. Lines from each ship are attached to the trolley so that it can be pulled back and forth on the heavy line.

The "load" is transferred between the ships after tensioning the highline, utilizing either manpower or a winch. Simultaneously, crews are hauling in and alternately paying out on the inhaul and outhaul lines which are attached to the trolley.

Wounded persons are usually transferred by means of the Stokes litter or stretcher. The man concerned is lashed securely to the stretcher which, in turn, is then secured to the trolley block on the highline.

When highline transfer chairs aren't available, coal-ing bags—once very necessary to coal-burning ships—are sometimes used. They come in handy in transferring stores, mail and provisions as well as Navymen. One of the pictures on these pages shows the present Chairman of the Joint Chiefs of Staff, Admiral Arthur W. Radford, USN, making a "crossing" in a coal-ing bag.

It's easy to see that transfer by highline is one of the sea operations requiring the most skillful handling. It calls for close coordination and liaison between all parties in the participating vessels. Successful transfers can be made in rough seas and bad weather as well as in calm water with blue skies. Bad weather transfers, however, are reserved for emergency situations. And, in fair weather or foul, personnel being transferred always wear life preservers.

Modern day transfers at sea are a far cry from the switches of personnel which took place in the days of sailing ships. Men weren't transferred from a smaller to a larger vessel for surgery. High ranking officers didn't ride highlines to attend meetings.

Transfer of men from ship to ship in those days usually went under the name of "boarding parties"—a vital part of naval warfare then. Ships maneuvered close aboard so that grappling hooks could be swung over and boarding parties could swarm aboard the opposing vessel. Even so, expert seamanship was needed to make the "transfer," so-called, successful.

And today, more than ever before, it takes topnotch seamanship to handle the "highline express."



LETTERS TO THE EDITOR

Thomas Stone Was a Fighting Ship

SIR: Periodically, mention is made in ALL HANDS of ships' histories which have been prepared. Each time you run a list I search in vain for the name of USS *Thomas Stone*, and each time I am disappointed.

I was Supply Officer of this fine ship from pre-commissioning days, serving on board all through her short but whirlwind career until her untimely end as a mobile unit in a great Amphibious Force. As you no doubt know, she finally came to rest, stranded beyond recovery, a victim of torpedoing, bombing and the wind and sea, in the Bay of Algiers.

Can you tell me if there are any written records of this fine ship?—E. J. S., CAPT, (SC) USNR (Inactive)

• Captain, you'll be glad to hear that the history of the troop transport USS *Thomas Stone* (APA 29), has been written. It is available to anyone who drops a note to the Office of the Chief of Naval Operations (Op-29), Room 1534, Main Navy Building, Washington 25, D. C.

In addition, the February 1950 issue of ALL HANDS carried a condensed version of the saga of *Thomas Stone*, telling how the transport was torpedoed on her way to the landing in North Africa in November 1942, how she was laboriously towed into Algiers harbor, how she underwent at least one air attack in which she suffered bomb damage, how she dragged anchor and ended up on a sand bar when heavy weather hit the harbor, how Navy salvage crews tried without success to ease the old girl off her unglamorous perch and how the effort was finally given up and the ship decommissioned and sold to a French firm for scrap steel.

Despite all her troubles, the ship continued to operate her guns to the end, the gun crews firing at anything that resembled a swastika. Here's to more like her.—ED.

Commissioning Detail for LSD 31

SIR: The Navy is building four new LSDs to add to the fleet. I understand that one of them will be christened USS *Point Defiance* (LSD 31). Approximately when will this ship be commissioned and when will the commissioning detail be assigned?—G. E. B., PN2, USN.

• USS *Point Defiance* (LSD 31) is tentatively scheduled for completion in mid-summer 1955. The commissioning detail will be assigned approximately two months prior to the final completion date.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

PIO Course for Officers

SIR: Does the Navy provide a school or other instruction facility for line officers on active duty who desire training or courses of instruction leading to primary duty billets as Public Information Officers?—F. S. O., ENS, USN.

• At present there is no formal Navy course for the training of officers who are to be assigned to Public Information billets. However, present plans call for the establishment of a suitable short course for Information Officers within the Naval School, Journalists, Class A, at Great Lakes, Ill. Upon final approval of the proposed course, information relative to eligibility and applications will be carried in ALL HANDS.—ED.

Enlisted Man Retiring as Officer

SIR: There is a difference of opinion concerning the laws affecting the ultimate retirement of men holding "Certificates of Satisfactory Service" as commissioned officers of World War II. One opinion is that a man who has been both a commissioned officer and an enlisted man should complete 20 years' active service (day for day) before transferring to the Fleet Reserve.

The other opinion is that 19 years, six months and one day is enough active duty to protect your commissioned status and make you eligible for retirement at the highest rank held after ten years in the Fleet Reserve.

I have been unable to get a definite answer to this question. The answer would be a great help to me and to many other EMs who want to determine the best date for transfer to the Fleet Reserve.—L. F., ADC, USN.

• If you held officer status during World War II and the Secretary of the Navy determines your service in such status as "satisfactory," you will be advanced to the highest rank held upon retirement.

Length of service has nothing to do with the advancement. However, it is possible that it may affect your basic pay which is credited on a day for day basis.—ED.

Battleship Batteries

SIR: I am a retired CPO living in Pine Bluff, Ark. My only real contact with the Navy is through your magazine. I'm always selling the Navy—and ALL HANDS is my best source of information.

I have a couple of questions I hope you'll be able to answer. What was the size of the main battery of the battleship USS *Mississippi* when she was commissioned?

Also, what battlewagon was the first to have a 16-inch main battery and which one was the first to have electric drive?—J. K. B., EMPC, USNFR.

• USS *Mississippi* (formerly BB 41) mounted twelve 14-inch 50-caliber guns in her main battery when she was commissioned. You undoubtedly know that "Old Miss" was converted into an experimental gunnery ship and given the designation "EAG 128" in 1947. All her 14-inchers have now been removed to make room for experimental rocket and missile launchers to be placed on her broad decks. She is a familiar sight to Navy men in the Norfolk area.

In answer to your other questions, the Colorado class battleships—USS *Colorado*, USS *Maryland*, USS *West Virginia* and USS *Washington* (BB 47)—were the first class to mount 16-inchers. The first to have turbo-electric drive was USS *New Mexico* (BB 40).—ED.

Agreement to Extend

SIR: I am a member of the Naval Reserve and volunteered for active duty in October 1952 for a period of two years. I wanted to go to Aviation Electronics Technician School, so in March 1953 I signed a mimeographed paper saying that I would remain on active duty for 24 months from that date. Is this considered a valid contract or will I be released from service when my two years are up?—C. S., ATAN, USNR.

• An agreement is an agreement. Inasmuch as you signed a statement agreeing to remain on active duty for a period of 24 months from the date you entered Aviation Electronics Technician School, and since you reported to the Naval Air Technical Training Center, Memphis, Tenn., on 18 Mar 1953 for that course of instruction your agreement is valid and binding. Therefore you will not be eligible for release to inactive duty until on or about 17 Mar 1955.—ED.



USS BERNADOU (DD 153), with ensign and jack at half-mast, escorted vessel carrying the Unknown Soldier from Cape Henry to Washington, D.C.

Half-Masting the National Ensign Underway

SIR: In the August 1953 edition of ALL HANDS, you list two occasions on which the National Ensign is half-masted underway. Shortly after reading this, I came across a photo of the old USS Bernadou (DD 153) which showed the ship underway with the National Ensign at half-mast not only at the gaff but also at the fore truck and at the flagstaff.

The picture puzzled all the "old timers" who saw it until they turned it over and read the caption which stated "Destroyer Guard Preceding Olympia with Unknown Soldier."—E. L. F., CAPT., USN.

• The destroyer USS Bernadou sailed from Hampton Roads, Va., and met Olympia off Cape Henry to escort that ship into Washington, D. C. When Bernadou joined Olympia, she immediately half-masted her ensign and jack.

When Olympia left LeHavre,

France, with the remains of the Unknown Soldier in October 1921, she was escorted out of the port by some French Navy ships and USS Reuben James (DD 245). At dockside ceremonies in the French port, the band played the funeral march as the ships got underway. When the first note of the march was sounded, all ships half-masted their ensigns and jacks on orders from Rear Admiral L. H. Chandler, USN, ComTrain, U. S. Atlantic Fleet.

Reuben James stayed with Olympia until all French Navy ships had pulled away and then Reuben James left to regain her operating station. Olympia proceeded across the Atlantic until met by Bernadou off the U. S. coast on 10 November.

As you know, current rules covering half-masting of the ensign and jack are contained in Articles 2185, 2187, 2191 and 2193, "U. S. Navy Regulations 1948."—Ed.

Navy Locksmiths

SIR: My ship, like many others, has a man aboard who is assigned duties as a locksmith. Recently, the man, an ME1, inquired about being assigned a secondary classification code as locksmith. I checked all likely Navy enlisted classification codes and could find nothing in either the regular codes or special service codes. Is anything being planned by BuPers along this line to assign secondary enlisted classification codes to locksmiths?—J. E. B., PN2, USN.

• In the past, locksmith duties have not been considered to be a part of an occupational assignment of enlisted per-

sonnel nor a definite requirement of ships. Recently, however, several requests have been received from the fleet for the establishment of an enlisted classification code for locksmiths.

In order to provide for maximum identification of enlisted skills and requirements, a classification definition and code for the specialty is currently being studied and will be proposed for approval as a forthcoming change to the Manual of Navy Enlisted Classifications.

This classification would be included under the 9500 code series, Miscellaneous Occupational Group NavPers 15105 (Revised).—Ed.

Typing Requirements for AKC

SIR: Several months prior to taking the exam for AKC, I had occasion to check the Qualifications Manual for advancement in rating. The manual does not list any typing requirement for AKC. However, the operation typing test was included in the examination packet.

The thing that puzzles me, and I don't think it fair, is that last year the men going up for SKC didn't have typing as a requirement on the exam while those men going up for AKC did. Why should typing be dropped as a requirement for one branch of storekeeping and not the other? Any information you could give me on this subject would be greatly appreciated.—S. W., AK1, USN.

• Your attention is invited to para 2.d(5) of the preface on page viii of NavPers 18068 (Revised) which states: "In the applicable rates column . . . the rate indicated by number or letter is the lowest rate for which each qualification is required."

Personnel in all higher pay grades must also possess the qualifications prescribed for the lower rates in a rating." In regard to the typing requirements for Aviation Storekeepers (AK), although the rate indicated for the typing qualification of 30 words a minute is for AK1, personnel qualifying as Chief Aviation Storekeepers as well as First Class Aviation Storekeepers are responsible for the fulfillment of these requirements.

The revisions to the qualifications of 50 ratings, published in the "Manual of Qualifications for Advancement in Rating," NavPers 18068 (Revised), were developed from the latest occupational data available from all types of naval activities, including fleet and shore installations and interested bureaus and offices. The available data indicated that, on a Navy-wide basis, the AK rating required more typing than the general service Storekeeper (SK) rating at the chief petty officer level. This conclusion was concurred in by BuSanda.

It is further noted that the current revision lowered the maximum typing speed for both the SK and AK ratings from 40 to 30 words per minute on the basis of actual occupational requirements in these ratings.

The Chief of Naval Personnel is aware of different occupational requirements existing in different types of ships and at various shore installations. In order to provide equitable qualifications for advancement of all personnel doing typing, a study is currently underway to determine the exact typing needs throughout the Navy. Upon completion of this study, the results will be used to re-evaluate performance tests in typing currently required for advancement.—Ed.

Ham Stations Prohibited on Ships

SIR: Is it possible to operate an amateur radio station aboard ship? I am a licensed amateur radio operator and meet all the qualifications otherwise but have been unable to get a ruling on whether or not I could set up a station aboard.—W. G., RM2, usn.

• Looks as though you'll have to confine your radio work to official duties. Article 167.1 of USF 70(B) states that amateur radio stations on board vessels are prohibited.—Ed.

Selection for Warrant Officer

SIR: An article in the April 1954 edition of ALL HANDS stated "...all Regular Navy and Naval Reserve chief petty officers and petty officers first class on active duty, who had at least six years' naval service and had not reached their 35th birthday on 1 Jan 1952, were eligible for consideration for promotion to warrant officer."

In view of the fact that I fall within this category, would it be possible to find out where I stand on the eligibility list from which appointments are made?—H. D. T., CTC, usn.

• You were considered for appointment to warrant grade by the selection board which convened in BuPers during April-July 1952 but were not among those who were recommended for appointment.

The statement contained in the April 1954 issue of ALL HANDS should not be construed to mean that everyone considered by this board was placed on the eligibility list.—Ed.

PG Courses for LDOs

SIR: Are LDOs eligible for postgraduate courses at the PG school at Monterey, Calif.? My designator is 1790 (Aviation Electronics) and I am interested in the Electronics Engineering course. I would appreciate any information available on this subject.—J. B. H., LTJG, usn.

• Even though series 1700 officers of the Acronautical organization normally occupy billets for the 1300 series, these officers are not considered eligible for any of the postgraduate courses available to series 1300 and 1500 officers, with the exception of designator 1760. Officers with this designator are eligible for the one-year cinematography postgraduate course.

Limited Duty Officers, as you know, are a group of highly qualified and experienced officers whose previous service and marked abilities have recommended them for commissioning. In other words, an officer selected as a specialist should be already qualified to discharge the duties of the specialist designation which he carries. LDOs compete among themselves for advancement and for promotion purposes and are considered as a separate category of line officer.—Ed.



UNITED NATIONS FLAG is sent aloft aboard USS Putnam (DD 757) at Haifa, Israel, on 23 July 1948.

First to Fly UN Flag

SIR: Could you by any chance tell me what U. S. ship was the first to fly the flag of the United Nations?—J. B. W., DM2, usn.

• As far as we can find out from the Navy's records, the destroyer USS Putnam (DD 757) is the only claimant for this honor.

Putnam's log shows that she hoisted the blue-and-white United Nations flag at 1200 on 23 July 1948 when she was anchored in Haifa harbor, Israel. The ship at the time was in the service of the international organization, being assigned the U. N. Mediator Count Folke-Bernadotte, who later met death while attempting to negotiate a truce between the Arab nations and Israel.

Incidentally, in 1952 a complete set of instructions were issued and made a part of DNC 27, "U. S. Naval Flags and Pennants, Descriptions, Uses and Customs." If you're in doubt as to when or where to fly the U. N. flag, this is the place to go for an answer.—Ed.

Qualifications for Attache Duty

SIR: One of the basic qualifications for Attache Duty is to be a second generation citizen of the U. S. According to that regulation I am not eligible for it. However, my brother who is not a second generation citizen, is now serving in the Marine Corps and had his application approved for that type duty. My question is, are the Marines held to the same qualifications as the Navy?—J. F. K., YN3, usn.

• The Marine Corps has only six enlisted billets with naval attaches, and while the provisions of BuPers Instruction 1306.6 are not applicable for those

billets, the personnel selected to fill them meet the qualifications stated in that instruction.

Some confusion in terminology may exist in your query as the Marine Corps has approximately 700 enlisted billets for embassy guards in the overseas establishments of the Department of State. The provisions of BuPers Inst 1306.6 do not apply for personnel assigned to these billets. The citizenship requirement for these billets only require that the individual be a native born citizen of the U. S.

For your information it is contemplated that BuPers Inst 1306.6 will be revised to enable personnel who are not second generation citizens to apply for some BuPers-controlled overseas shore billets.—Ed.

Waivers on GCT for Commissions

SIR: According to BuPers Inst. 1120.7A, an enlisted man in the Regular Navy may apply for a commission if he has a GCT or ARI of 60 or higher. I would like to know if the USAFI GED (second year college level) may be used in lieu of the completion of the required two years of college work and also, if a waiver can be granted on a GCT mark below the minimum requirement?—F. L. M., TESN, usn.

• No, the USAFI GED test is not acceptable for the two years of college level authorized as one of the educational requirements for participation in the "Regular Navy Integration Program." All applicants are required to establish their qualifications by fully meeting all the standards set forth in BuPers Inst. 1120.7A. No waivers are granted. Details on the Regular Navy Integration Program were published in the April 1954 issue of ALL HANDS, p. 10.—Ed.

Quota Limitations on Advancement

SIR: One of shipmates has taken the DM3 exam four times. Each time he has passed but due to quota limitations, hasn't been rated. We would like to know the quota limitations for DM3, DM2, DM1 and DMC. Also, does the present number of DMs exceed the quota limit?—L. D. L., DMSN, usn.

• Quotas for advancement in rating are based on the over-all requirements of individual ratings and on the number of personnel allowed by annual appropriations in each pay grade. Thus, the term "quota limitation" can be a numerical limitation, a budget limitation, or both.

As a result of the February 1954 service-wide exams, promotion of all personnel who qualified for DMC and DM1 was authorized. However, quota limitations were applied to promotions to DM2 and DM3. For example there were 241 strikers who qualified for the 22 promotions authorized to DM3.—Ed.

More on Battle Cruisers

SIR: In your letter to the editor on "Battle Cruisers," January 1953, p. 25, I feel that the first paragraph in the answer might be misleading.

Battle cruisers were never actually used as such in the U. S. Navy. In 1916 six battle cruisers, the *Lexington*, *Constellation*, *Saratoga*, *Ranger*, *Constitution* and *United States* were authorized by Congress and they were laid down in 1920 and 1921.

When construction of these ships was halted in accordance with the Washington Disarmament Conference, the hulls of *Lexington* and *Saratoga* were converted into the well-known aircraft carriers. (The other four were scrapped.)

These battle cruisers were to be the fastest and most powerful in the world's navies. Each had a normal displacement of 43,500 tons and a length of 874 feet. They were to have a speed of 33½ knots and each was to carry eight 16-in. 50-cal. guns in twin turrets.

uss *Concord* (CL 10), which you mentioned, was not a battle cruiser, but one of the four-stack 7050-ton light cruisers of the *Omaha* class.

Speaking of the *Omaha* class cruisers, nine of them were scrapped or sold in 1946. A tenth one *Milwaukee* (CL 5), did a five-year hitch in the Russian Navy as the *Murmansk*. In 1949, this ship was returned to the U. S. and sold.

Incidentally, I was the third reader of this excellent copy of ALL HANDS so I have to hurry and get this note off in order to pass the copy of the magazine on to the fourth reader.—Albert O. Momm, CAPT, USN.

• You are entirely correct. Although we have the biggest "volunteer" research staff in the Navy (all our readers) only you and one other person discovered this slip.—ED.

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

uss *Saint Paul* (CA 73)—A limited number of cruise books covering the third Korean cruise of *uss Saint Paul* are available. Send check or money order for \$5.00 to Custodian, Recreation Fund, *uss Saint Paul*, (CA 73), c/o Fleet Post Office, San Francisco, Calif.

Shipping Household Effects

SIR: If a man is transferred from Boston, Mass., to Pascagoula, Miss., for temporary duty in connection with the fitting out of a ship and is to be aboard when it is commissioned, is he entitled to transportation of household goods and reimbursement for dependents' travel to Pascagoula?

Should the home port be established at Norfolk, Va., is the man then entitled to transportation of household goods and reimbursement for dependent's travel from Pascagoula to Norfolk?—A. A. M., YN1, USN.

• Transportation for dependents, in such a case as you stated, would come under the provisions of Para 7007-2, "Joint Travel Regulations." If the fitting out period from the date of reporting to the date of commissioning is less than 20 weeks, transportation for dependents may only be authorized from the old permanent duty station to the assigned home yard or home port direct. If the period is over 20 weeks you can receive reimbursement for dependents' travel.

In connection with the shipment of household effects, "Joint Travel Regu-

lations" as presently worded, provide that upon receipt of orders to temporary duty in connection with the building, fitting out or conversion of a vessel, the permanent change of station weight allowance of household goods may be shipped to either the location where the building, fitting out or conversion is taking place or to a point of selection within the U. S.

If the shipment is made to the building, fitting out or conversion point, re-shipment to the home yard or home port may be authorized upon commissioning of the vessel. However, if shipment is made to a point of selection, no further shipment is authorized upon commissioning of the vessel and assignment of a home yard and home port.

Ordinarily the period involved in the fitting out, conversion or reactivation of a vessel does not exceed a two- or three-month period. Therefore, the owner should contact his prospective commanding officer to determine how long the vessel will be at the fitting out, conversion or reactivation point, and request advice as to whether or not household goods should be shipped to that point.

In any event, shipment of household goods should not be made unless the owner intends to use the property. Rather, BuSanda recommends that only a small portion of the household goods, those items required for temporary housekeeping, be forwarded to the fitting out, conversion or reactivation point and the bulk of the household goods be placed in local storage pending shipment to the home yard or home port of the vessel after its commissioning.—ED.

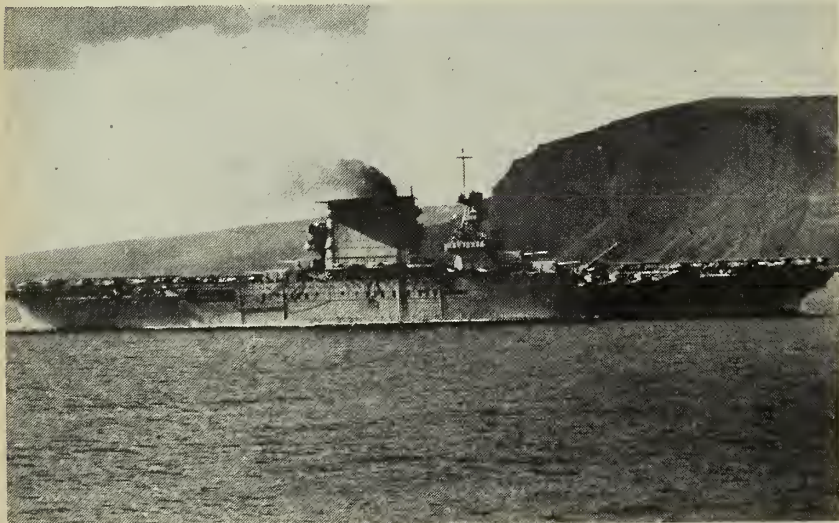
Temporary Officers

SIR: I'm a temporary officer with just short of 27 years' service, 11 of which have been commissioned service. If I should be reverted to enlisted status on 1 Jul 1955 and then be placed in the Fleet Naval Reserve with a total of 27 years, six months and 11 days of service (day for day), when could I expect to be re-advanced to my officer grade and with the pay of that grade?

One more question. My first enlistment was a minority and I only served three years, two months and 14 days before getting discharged on my 21st birthday. Does that count as a full four years or only for the time actually served?—W. T. G., LT, USN.

• In answer to your first question, you could expect to be advanced to your officer grade (at present time, highest rank held prior to 30 Jun 1946), with pay, upon completion of 30 years' active and inactive service.

As for question No. 2, a minority cruise counts as a full four years toward retirement from the Fleet Reserve, but does not count for longevity credit or for retirement from the regular Navy.—ED.



NO BATTLE CRUISER THIS—USS *Lexington* (CV 2) was converted to an aircraft carrier. Flattop, commissioned in December 1927, was sunk in Pacific in 1942.

Recognition for Beneficial Ideas

SIR: Is there a beneficial suggestion program for military personnel similar to the civilian program wherein monetary awards are possible?—C. D. K., LT, USN.

• In the past, the proposal for such a program has been made several times and has been seriously considered by the Chief of Naval Personnel, CNO, and the Secretary of the Navy. Each proposal has been unsuccessful due primarily to the following reasons:

(1) Military personnel are on duty 24 hours a day and are supposed to perform their assignments to the best of their ability at all times.

(2) Normally it is considered that the inducements which cause a man to enlist are sufficient to produce his best efforts without extra reward. However, modification of a beneficial suggestion idea has been used at some military activities by providing for extra leave or liberty, letters of commendation, and so on, for particularly valuable suggestions.

Individual effort to achieve superior performance is the criterion on which the selection process and career advancement in the Navy is based. Moreover, as an assurance of proper recognition of a subordinate's performance, a commanding officer is directed by Article 0709 of "Navy Regulations" to "insure that noteworthy performance of duty of personnel under his command receives timely and appropriate recognition and that suitable notations are entered in the official records of the individual."—ED.



RADAR picket submarines, developed since World War II, are designed to detect enemy aircraft, ships and guided missiles and to warn fleet units.

Who Can Wear PUC?

SIR: In 1945 VBF-17 was established, then redesignated VF-6B in 1946 and finally designated VF-62 in 1948.

As VBF-17 the Squadron was awarded the Presidential Unit Citation for action against Japan, Bonins, and Ryukyus during the period 16 Feb-10 Jun 1945 while serving as part of Air Group 17 aboard the carrier *USS Hornet* (CVA 12).

And now to my question. Can personnel now serving with Fighter Squadron 62, wear the Presidential Unit Citation ribbon without star as provided in NavPers Instructions, or did the re-

designation of the squadron nullify this award for members joining the squadron after the award?—K. W. C., LTJG, USN.

• Present regulations provide that personnel subsequently joining a cited unit may wear the Presidential Unit Citation ribbon without a star and remove it upon detachment from that unit. Redesignation of such a unit does not nullify the award.

However, a change that would abolish this privilege is now under consideration, and if approved, only personnel who were in the squadron or unit at the time of the award would be eligible to wear it.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **33rd Seabees**—The eighth annual reunion will be held at the Park Sheraton Hotel, New York, N. Y., on 17, 18, 19 September. For further information contact Elwood E. O'Brien, 115-A West 168th St., Bronx 52, New York, N. Y.

• **Waves**—The 12th anniversary reunion will be held 14 and 15 August in San Francisco, Calif., at Hotel Mark Hopkins. Inquiries should be addressed to P.O. Box 45, San Francisco, Calif.

• **Carrier Air Group 83, *USS Essex* (CV 9)**—A reunion will be held 7 August at Hotel Governor Clinton, New York, N. Y. For further information write Manager, CAG 83 Reunion, c/o Hotel Governor Clinton, or W. C. Durfee, 48 Victoria Road, Hartford, Conn.

• ***USS Concord* (CL 10)**—The third annual reunion will be held on 28, 29 and 30 August in Biloxi, Miss. Headquarters will be at the Buena Vista Hotel. Contact Philip A. Smith, 1366 E. Livingston Ave., Columbus 5, Ohio.

• **Air Group 20**—All hands who served in AG-20 or its component squadrons during 1943-45 are invited to attend the reunion to be held in New York, 23 October at Hotel Astor. For further details write Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

• **MTB Squadron 28**—A reunion will be held 20, 21 and 22 August at Bud Smith's Hall, 2975 N. Clybourn Ave., Chicago, Ill. Check in with Stanley Bazarek, 2715 N. Washtenaw Ave., Chicago 47, Ill.

• **82nd and 519th Construction Battalion**—The eighth annual reunion will be held 23, 24, 25 and 26 September at Hotel Statler, New York. For further information write to Al Duke, 3150 Bailey Ave., Bronx, New York, N. Y., or to James (Pappy) Greenwood, 147 Bathurst Ave., North Arlington, N. J.

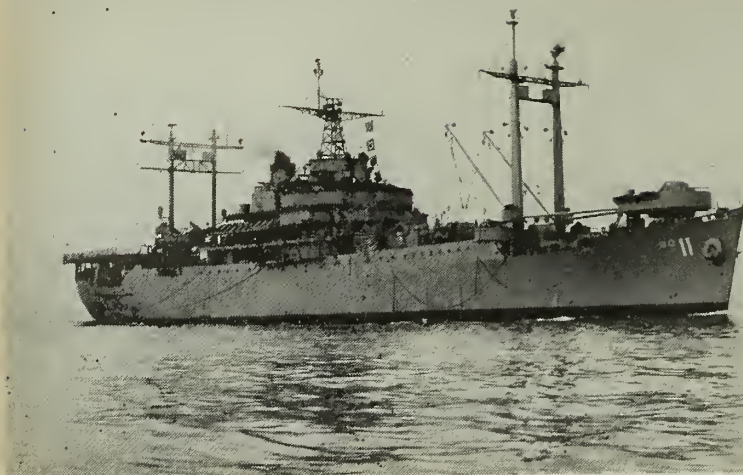
• **Army and Navy Legion of Valor**—The 64th annual reunion will be held 11, 12, 13 and 14 July in Los Angeles, Calif. Headquarters will be the Statler Hotel. Reunion chairman is Peter P. Martinek, 1731 S. Brand Blvd., Glendale, Calif.

• ***USS Enterprise* (CV 6)**—A reunion will be held 4 and 5 September in Chicago, Ill. All interested contact M. S. Cochran Jr., 244 E. Pearl St., Findlay, Ohio.

• **VP 772**—All hands who served in VP 772 and are interested in a reunion 5 September in the Los Angeles area, contact Joe Pummill, 722 "A" Pilgrim Drive, Santa Barbara, Calif.

• ***USS General T. H. Bliss* (AP 131)**—Anyone who served in *Bliss*, between 1944 and 1946 and is interested in a reunion on or about 1 September, write to D. C. Campau, 6023 MacArthur Blvd., Oakland, Calif.

• ***USS Indianapolis* (CA 35)**—Those who served in *Indianapolis* from 1942 to 1945 and are interested in a reunion, with time and place to be decided, contact William R. Roberts, 6131 Long, Shawnee, Kansas.



USS ELDORADO (AGC 11), typical amphibious force flagship, carries the communications equipment necessary for large-scale, combined operations.

Training Courses for Advancement

SIR: There is a rule in effect on my ship that a man must have successfully completed a correspondence course as one of the requirements for advancement in rating. Is this a local ruling or is it a Navy-wide practice? It is my understanding that successful completion of a Class "A" school fulfilled the requirements for advancement to PO3 and PO2 as far as instructions in rate are concerned.—A. T., SN, USN.

• Training courses for individual rates and ratings are listed in the current edition of "Training Courses and Publications," NavPers 10052-A. Those courses marked with an asterisk (*) are a prerequisite to taking an exami-

nation for advancement in rating. However, a correspondence course which is based on the training course may be substituted.

Satisfactory completion of a Class "A" school may be considered as satisfying the requirements for completion of the training course for the applicable pay grade E-4 rate, according to para. 8d, BuPers Inst. 1414.2. Class "A" school completion, however, does not satisfy the requirements for the General Training Course for petty officers.—Ed.

Entitlement to MOP

SIR: What's the scoop on mustering out pay in my case? In 1953 I agreed to extend for one year, the extension

becoming effective in 1954. I was advised that I would be paid MOP when my extension became effective. That time arrived and I checked with the disbursing office but they tell me that I have to wait until my extension is over before I get the money. There are a lot of other friends of mine in the same boat who would appreciate a straight answer on this subject—W. J. B., AC2, USN.

• Your disbursing office was right. Entitlement to Mustering Out Pay accrues only upon discharge from the regular Navy or final release from active duty in the Naval Reserve. As you were not discharged upon extension of enlistment in May 1954, entitlement to MOP did not accrue.

You will receive MOP, if otherwise entitled, upon discharge from your current extension.—Ed.

Authorization for Korean PUC

SIR: I would like to know the correct order that I should wear the United Nations ribbon, Korean Service ribbon and the National Defense ribbon. Also has the Korean Unit Citation been officially accepted for naval personnel?—W. A. R., YN2, USN.

• In accordance with Uniform Regulations the correct order should be: National Defense Service Medal, Korean Service Medal and United Nations Medal.

Public Law 354 approved 8 May 1954 permits the acceptance of foreign decorations for Korean action after 26 June 1950, including the Korean Presidential Unit Citation. The Bureau will promulgate this information at an early date.

When the information is available, ALL HANDS will publish a complete run-down of the various ships and units entitled to the Korean P.U.C.—Ed.

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How Oceans Get Their Permanent Waves

Two of a sailor's constant companions at sea are waves and wind. Day in and day out, in some shape or form, these two move with the ship—or against it. They pound unmercifully on the bow, stern or sides.

At first glance a wave may appear to be merely a large collection of water rolling across the top of more water. However, careful observation will show that actually the water in a wave has little forward motion.

The movement is in a circular or rippling motion much the same as a bull whip which has been cracked. When you crack the whip, the ripple runs down the whip but the individual portions of the whip do not move forward at all, just up and down. This is similar to the motion of water of a wave.

Waves are formed in a number of different ways. A stone dropped in a pond will cause one; so will a speeding ship. Such waves are of short duration—they soon run into other forces which overcome them, such as the friction of the water, or "wind waves." These wind waves may be smaller than the waves caused by a ship's passage but the force behind them remains constant while the motivating force behind the "wake waves" ceases. In other words, the wake wave disappears because it is born in a "dispersive medium," and internal friction and air friction dissipate its energy. The wind wave receives a constant supply of new energy from the wind, as long as it continues to blow in the same direction.

Wind waves are the most familiar type and appear as a series of irregular crests separated by intervening troughs. They advance like so many lines of soldiers across the sea, often stretching from horizon to horizon. Their size is governed by the force and duration of the wind and they range in size from small ripples to waves as high as a ten-story building.

One characteristic of wind waves that makes submariners happy is that the effect of waves decreases rapidly below the surface. The length of the wave is important in determining its underwater effect. Generally a wave is considered negligible at a depth equal to half its wave-length (distance from crest to crest). Thus,

while the ships of a task force may be catching all sorts of rough seas, the submarine and its crew can submerge below the waves' effective depth and ride out the storm.

It has been pretty well agreed that the gustiness of winds sets waves in motion. However, the mechanism by which waves form has not yet been solved. Somehow wavelets occur. Once they do scientists understand how they grow. When a wave has started, it will continue even without the wind unless there is some obstacle in its path, such as wind from a different quarter.

The roughest types of waves a sailor is likely to encounter are the wind waves caused by a hurricane or typhoon, although these waves are not always the highest. In late 1944, for example, Admiral William F. Halsey, Jr., usn, and his Third Fleet met up with a typhoon off the Philippines which dogged their trail and finally unleashed a blast that sank three destroyers and did untold damage to other ships.

There is also the story of uss *Warrington* (DD 383). In a hurricane off the Florida coast in the same year she was literally blown to bits and sunk. For two days the staunch destroyer battled the elements and her crew fought with tireless energy. But the storm had all the better of it and one huge sea slapped the ship on her side, flooding the engine-rooms and causing loss of power. That was the end. A total of 251 men and officers were lost.

The terrific winds in such a storm cause waves to grow to great heights. Combined with the stress and strain of the accompanying winds, they can cause great damage. The only way to avoid a rough time in such a case is to get out of the storm, but that is much easier said than done as both hurricanes and typhoons often change course without warning, catching ships and cities unprepared for their destructive force.

At first glance it seems strange that the biggest waves do not always occur in these giant tropical storms. The reason is rather simple. The height of a wave is determined by the strength of the wind blowing on the water combined with the length of time and distance a wind of any given force has been acting on it. The length of time which a

wind has been acting upon a wave is a direct result of the distance that the wind has been blowing in one direction. Since high winds do not instantly start high waves this becomes obvious.

The technical term for the distance a wind has been blowing upon a wave is "fetch." The longer the fetch, the bigger the wave. This means then, that large waves can only develop in comparatively broad bodies of water.

Take a case where the wind is coming from a large body of land. Discounting surf, which is a complete study in itself, the water near the shore will not have very large waves. Yet the farther you go toward sea the larger the waves.

As a result, it is easy to see why waves grow to much greater proportions in some parts of the ocean than in others. The wind has much longer distances to act on the water.

Getting back to typhoons and hurricanes, we can now see why they do not generate the highest waves. Actually, these storms do not blow long enough in any one direction. Should they, the resulting waves might be the highest ever recorded, but they invariably turn and twist as they work their way to shore.

Generally waves are no higher than 12 or 15 feet anywhere, and anything over 20 or 25 feet is unusual. However, that is not to say that waves do not go higher.

It has been hard to evaluate reports of record waves, because of the difficulty of measuring them. In a storm big enough to produce record waves, no one is apt to be standing out on the decks with a tape measure!

Waves of 60 feet have been encountered by numerous ships in the North Atlantic but what has been conceded to be the best-measured and largest wave is one encountered by the uss *Ramapo* (AO 12) in the North Pacific in February 1933.

For seven days the ship had been bucking stormy weather. The storm had a fetch of thousands of miles. One night during the worst of the storm one of the officer's saw a great sea rising astern at a level above an iron strap on the crew's nest of the mainmast. *Ramapo* was on an even keel and her stern was in the trough of the sea. These circumstances made

(Continued on page 34)



Beaufort Scale 0



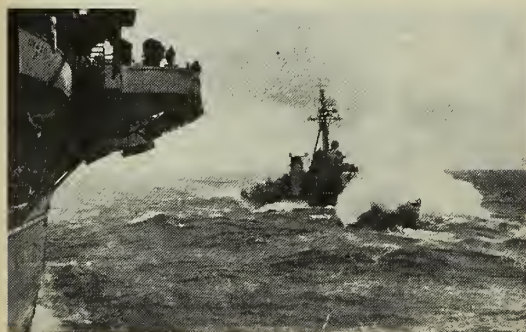
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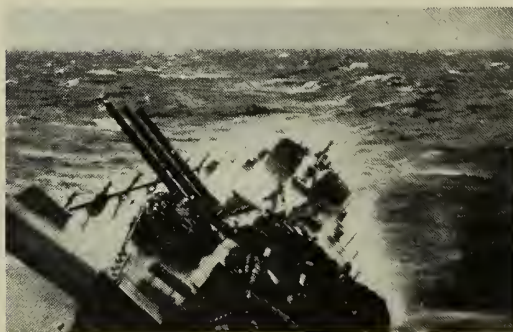
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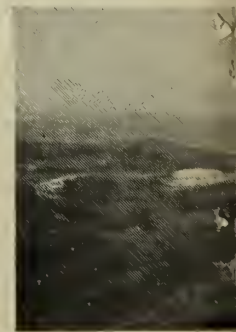
Beaufort Scale 3



Beaufort Scale 8



Beaufort Scale 9



Beau

THE EFFECT OF WIND AND WA

WIND FORCE (Beaufort Scale)	Weather MAP SYMBOL	Seaman's DESCRIPTION OF WIND	Terms used by WEATHER BUREAU	Wind Velocity MILES PER HOUR	Wind Velocity KNOTS	Estimating Wind Velocities ON LAND
0	☉	Calm	Calm	Less than 1 mph	Less than 1 knot	Calm; smoke rises vertically;
1	↗○	Light Air	Light	1 to 3 mph	1 to 3 knots	Direction of wind shown by smoke drift but not by windvanes.
2	↗○	Light Breeze		4 to 7 mph	4 to 6 knots	Wind felt on face; leaves rustle; ordinary vanes moved by wind.
3	↗○	Gentle Breeze	Gentle	8 to 12 mph	7 to 10 knots	Leaves and small twigs in constant motion; wind extends light
4	↗○	Moderate Breeze	Moderate	13 to 18 mph	11 to 16 knots	Raises dust and loose paper; small branches are moved.
5	↗○	Fresh Breeze	Fresh	19 to 24 mph	17 to 21 knots	Small trees in leaf begin to sway; crested wavelets form on inland waters.
6	↗○	Strong Breeze		25 to 31 mph	22 to 27 knots	Large branches in motion; whistling heard in telegraph wire; umbrellas used with difficulty.
7	↗○	High Wind (Moderate Gale)		32 to 38 mph	28 to 33 knots	Whole trees in motion; inconvenience felt when walking against wind.
8	↗○	Gale (Fresh Gale)	Gale	39 to 46 mph	34 to 40 knots	Breaks twigs off trees; general impedes progress.
9	↗○	Strong Gale		47 to 54 mph	41 to 47 knots	Slight structural damage occurs (chimney pots and slates moved).
10	↗○	Whole Gale	Whole Gale	55 to 63 mph	48 to 55 knots	Seldom experienced inland; trees uprooted; considerable structural damage occurs.
11	↗○	Storm		64 to 72 mph	56 to 63 knots	Very rarely experienced; accompanied by widespread damage.
12	↗○	Hurricane	Hurricane	above 72	64 and above	

Prepared by ALL HANDS

ES ON THE SEA AROUND YOU

Describing Wind Velocities ON SEA	U. S. Navy Hydrographic Office SEA DESCRIPTION and WAVE HEIGHTS in feet	U. S. Navy Hydrographic Office SEA STATE CODE	International Scale SEA DESCRIPTION and WAVE HEIGHTS in feet	INTERNATIONAL CODE for STATE OF SEA
Calm. Like a mirror.	CALM 0	0	CALM GLASSY 0	0
Light Air. Ripples—no foam crests	SMOOTH Less than 1 foot	1		
Light Breeze. Small wavelets, crests have glassy appearance and do not break.	SLIGHT 1 to 3 feet	2	RIPPLED 0 to 1 foot	1
Light to Moderate Breeze. Long wavelets, crests begin to break. Scattered white- caps.	MODERATE 3 to 5 feet	3	SMOOTH 1 to 2 feet	2
Moderate Breeze. All waves becoming longer. Frequent white- caps.	ROUGH 5 to 8 feet	4	SLIGHT 2 to 4 feet	3
Strong Breeze. Moderate waves, taking a pronounced long form; many whitecaps, some sprey.			MODERATE 4 to 8 feet	4
Long Breeze. Large waves begin to form; dense whitecaps every- where, some spray.			ROUGH 8 to 13 feet	5
Moderate Gale. Waves heave up and white caps from breaking waves begin to be blown streaks along the direc- tion of the wind.	VERY ROUGH 8 to 12 feet	5	VERY ROUGH 13 to 20 feet	6
Strong Gale. Moderately high waves of greater length; edges of waves break into spindrift. The foam is blown in well- marked streaks along the direction of the wind.	HIGH 12 to 20 feet	6		
Very Strong Gale. High waves. Dense streaks of foam along the direction of the wind. Spray may affect visibility. Sea begins to roll.				
Storm. Very high waves. The sur- face of the sea takes on a choppy appearance. The roll- ing of the sea becomes very and shock-like. Visi- bility is affected.	VERY HIGH 20 to 40 feet	7	HIGH 20 to 30 feet	7
Heavy Storm. Exceptionally high waves. All small and medium sized boats are lost to view long periods.	MOUNTAINOUS 40 feet and over	8	VERY HIGH 30 to 45 feet	8
Hurricane. Air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.	CONFUSED	9	PHENOMENAL over 45 feet	9



Beaufort Scale 4



Beaufort Scale 5



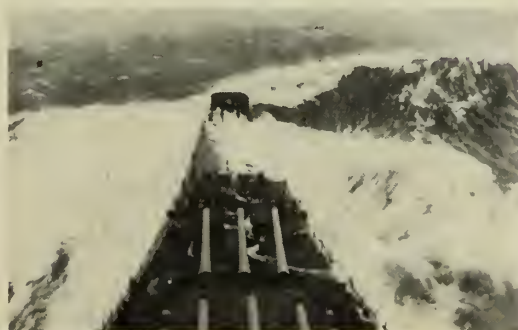
Beaufort Scale 6



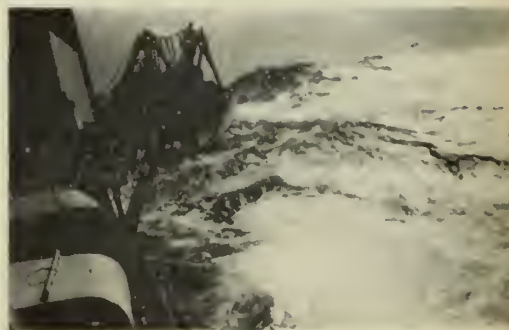
Beaufort Scale 7



Beaufort Scale 10



Beaufort Scale 11



Beaufort Scale 12

possible an exact line of sight from the bridge to the crest of the wave so simple mathematical calculations based on the dimensions of the ship gave the height of the wave. It was 112 feet!

While measuring waves is quite a technical job, measuring the winds that are causing the waves is rather simple. The method was introduced by Admiral Beaufort of the British Navy in 1805 and is still in use by navigators today.

Originally, the Beaufort scale was based on the amount of sail a full rigged man-of-war could carry. This ranged from "all plain sail and stud-ding sails" (Force 1) to "scudding under bare poles" (Force 12). Also included in the scale was the "seaman's eye" description of the corresponding sea surface.

Many years later, development of the anemometer made it possible to specify wind speeds on the Beaufort scale. Since there is a drag between the wind and the sea surface it is necessary to specify the height at which you measure the wind velocity above the waterline. The higher above the water you are, the higher is the wind's speed. A height of 33 feet above the water is usually specified.

The Beaufort scale, which is shown elsewhere in this article, is based upon the numbers (at the left) expressing the equivalent wind velocities in miles per hour. A little study of this might enable you to amaze your shipmates by giving them a good estimate of the winds.

One time this system will fail is when you see *swells* instead of *waves*. These can be present without any wind at all or even running against the wind. They are the result of a wind disturbance farther away and often reach great size.

As to swells, this is what happens. You might say that a swell is a wave separated from the wind that created it. When the wind stops, waves continue until they meet an opposing force. If there is no opposing force, they keep moving until run ashore. Moving forward at a steady rate without wind, they become swells.

Since swells develop from waves, their movement and pattern is governed by these waves. The speed with which waves advance is dependent upon wave length. The longer the wave, the faster it moves. Away from the wave's original "area of generation," the swell that has

developed from the waves has a regular pattern, with waves all very nearly the same length.

The outstanding characteristics of a swell, as contrasted with a wave, are its low rounded crest, the comparative smoothness of its surface contours and its great length from crest to crest. Swells may be separated by as much as 80 to 1000 feet or more.

How fast do waves move? The answer to this question is complicated by the fact that waves have two speeds or velocities—a "group velocity" of a series of waves and a velocity for each individual wave in that series. The "group velocity" of the series is just half the forward velocity of the individual waves. For example, if a storm 500 nautical miles from a coast generates a series of waves that move individually at 25 knots, when will the waves reach the beach? Although you would think that they would hit the beach in 20 hours, it will actually require 40 hours, based on the waves' group velocity.

From the bow of your ship you can see another good example of waves' group velocity. The waves created by the forward movement of the ship do not extend out from the bow in a long "V" as might be expected. Instead, the crests of each wave disappear and reappear *behind* the position of the original crest, forming something that looks like a herring-bone pattern. The energy of each wave is still conserved, but the group of waves moves forward at half the velocity of the individual waves.

Besides waves and swells there are two terms that the Navyman hears quite often—they are "ground swells" and "tidal waves."

- You'll see a good example of a *ground swell* along a coast where the ocean bed is not far below the surface for a long distance from the land. A ground swell is the seaman's term indicating the fact that as a wave passes into shoal water (that is, water which has a depth of less than half a wave length) the wave's length decreases and its height increases. At first there is a slight *decrease* in the wave's height, but as the water shoals further, there is a considerable increase. The result is a shorter steeper wave, much more perceptible than it was in deeper water.

To a man on board ship, the observation of ground swell is generally

a sign of running onto "soundings." To an observer ashore, it is often taken as a forerunner of a storm, since the long swell produced by a storm often travels faster than a storm itself.

- The *tidal wave* is probably the most widely known type of wave. To give it its correct title, you should call it the "seismic sea wave" since it is not related to tides at all. History is full of references to these mighty omens of misfortune as they have in the past devastated entire coastal cities, left ships high and dry on the beach more than a quarter of a mile inland, and have taken untold lives.

Most seismic sea waves are born in the deep trenches of the ocean floor. Earthquakes under the water produce the initial shock that sends unharnessed energy flooding across the water until it reaches some far-away beach.

In 1946 the natives of Hawaii were alarmed when the breakers were suddenly stilled. The water had withdrawn past the reefs. They didn't know that this recession of the water from the reefs and shallow coastal waters was the sea's reaction to an earthquake on the floor of the ocean more than 2000 miles away.

When the crest of the wave did come it rose more than 25 feet above the normal level of the tide. Houses were carried out to sea and in some areas large rocks and blocks of concrete were carried out onto the reefs.

The most amazing part of a seismic sea wave is the fact that mariners on the open seas wouldn't even notice the wave unless they had been alerted. The waves produced in the Hawaiian disaster for instance, were only about a foot or two high on the open ocean, but their length was nearly 90 miles between crests. When that energy piled up water on the beach it brought disaster.

Another fantastic bit of information about ocean waves is that they are loaded with gold. Man has known this for years but has never been able to devise a way for profitable extraction of the precious metal.

It may be a pleasing thought to consider that you have sailed over as much gold as you have. There is about \$93,000,000 in gold and \$8,500,000 in silver in a cubic mile of sea water. Figure how much sea water you have sailed over and multiply it by those figures. Make you feel richer?

—Bob Ohl, JO1, USN.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

One-Man Bomb Disposal Team

One man who never wants to get a big bang out of his work is Chief Gunner Kenneth A. Ballew, usn. He's a one-man Bomb and Mine Disposal Team on Guam.

Today, nearly 10 years after the historic shelling and invasion of Guam, Chief Gunner Ballew is on a call schedule 24 hours a day, seven days a week, ready to answer requests to pick up or explode stray mines and bombs.

Almost constant reports flow in from construction outfits turning up a Japanese shell, or from Guamanian farmers uncovering mines in their field. Fires which light off in the swamps explode some of the missiles and bare others. Weather and erosion open up many a cave, lost since World War II, which may be loaded with grenades, anti-personal mines and the like.

Some of these explosives are particularly dangerous. Many of the larger pieces were partially armed in flight and the slightest jar could set them off. The smaller stuff has rusted and it is possible that inner chemical actions brought about by temperature changes might set them off at any time.

Needless to say Chief Gunner is very careful.

One of his most touchy jobs came about when a road grader clipped off parts of the nose fuses of two aerial bombs. The missiles had been converted into use as mines, being vertically buried and perhaps wired at one time.

The shells were too close to construction and inhabited areas to be blown up on the spot so they were hoisted aboard a weapons carrier. A surveyed Navy mattress provided the hoped-for and successful cushioning against shock, and the trip was successful. However then, as now, everyone gave Chief Gunner Ballew plenty of room as he went down the highway with siren screaming and a big red light flashing.

It's all in a day's work, but his respect for his working material, whether it's a 20mm shell or a 1000-pound bomb, is immense. Small wonder.



GLOBE-CIRCLER—USS Jas. C. Owens (DD 776), once reported as 'sunk' by the North Koreans, has completed her second 'round-the-world cruise in two years.

Salem Men of Good Will

The heavy cruiser *uss Salem* (CA 139) has chalked up another entry in its log of international good deeds.

Salem distributed six and one-half tons of canned milk to the victims of the earthquake disasters of Greece. The canned milk, donated by Boston's Greco-Americans, was carried abroad in extra cargo space in the cruiser.

Also on board *Salem* were three tons of clothing collected by the people of Salem, Mass. Cruiser men distributed this clothing to orphanages in France.

This was not the first time *Salem* has participated in a relief mission. Last year, while the cruiser was conducting maneuvers in the Mediterranean, the Greek islands were

torn by similar earthquakes. *Salem* immediately rushed food supplies, medical assistance and relief parties to the aid of the quake victims.

Birthday Mess

On board *uss Toledo* (CA 133) a "Birthday Mess" has been installed for crew members.

Each Wednesday, all men whose birthdays occurred during the previous week gather in the "Birthday Mess" for a special dinner. Thick steaks cooked the way the individual wants them, french fries, pie, ice cream and a big cake are all on the menu. The ship's good china and the fancy silverware, seldom used at sea, are used for the occasion.

Following the meal each man is presented with a colorful menu.

YESTERDAY'S NAVY



On 11 July 1798, the Marine Corps was permanently established as a part of the Navy. Congress created the grade of Rear Admiral, 16 Jul 1862. The first naval officer to become Admiral was David Glasgow Farragut, appointed 25 Jul 1866. On 31 Jul 1944, *USS Parche* and *USS Steelhead* launched a 46-minute attack on a Japanese convoy to sink or damage seven large enemy ships. U. S. armed cruiser *San Diego* was mined and sunk off Fire Island, 19 Jul 1918. Congress established the Bureau of Aeronautics as part of the Navy Department, 12 Jul 1921.



NAVY SALVAGE TEAM blasts away jagged rock formations, freeing SS *San Mateo Victory*, which had gone aground at Cheju-do, Korea.

ARS Salvage Vessels Rescue Merchant Ship

After a month-long struggle the officers and men of the salvage vessels *uss Safeguard* (ARS 25) and *uss Grasp* (ARS 24) and the fleet tug *uss Takelma* (ATF 113) succeeded in refloating *ss San Mateo Victory*, a merchant ship which had run aground in a fog. She was on the north coast of Cheju Island, south of Korea.

The freighter was grounded "high and dry"—three-quarters of her weight resting on rocks.

After a quick inspection, a Navy salvage officer determined that although large holes had been torn in the freighter's hull by jagged volcanic rocks, enough buoyancy could be obtained to float her without extensive repairs. However, there was the problem of removing

the rocky pinnacles which had broken through the ship's hull and the task of clearing a channel.

Crews from the two salvage ships worked nearly round-the-clock for a month, stopping only when heavy seas, squalls or high tides kept them from their work.

Beaching gear was fanned out from the *San Mateo Victory* to maintain control of the stranded vessel, while a tow cable was run out from *Grasp*. Sailors used sledge hammers and pneumatic drills to cut away the stubborn rock, while Navy divers planted dynamite charges in the underwater coral.

Finally, *Takelma* took over the tow line for the "big pull" and the *San Mateo Victory* inched off her rocky mooring toward the open sea.



HOLES ripped in side of 8000-ton merchant ship are examined by CHMACH Don T. Pickford, USN (left) and group of Navy salvage experts.

War College's 'Fleet Week'

The U. S. Naval War College, Newport, R. I., held its second annual "Fleet Week" recently.

Concurrent with other Fleet Week features was an Atlantic Fleet Type Commanders Conference attended by Navy and Marine Corps officers.

Fleet Week has been instituted at the Naval War College to enable officers, particularly in the junior grades, from the Fleet and shore activities of the Newport area to learn of the facilities and objectives of the school.

These officers attended lectures of outstanding professional interest during the week while the Type Commanders held closed sessions discussing problems in connection with personnel, operations, combat readiness, training, the employment of the Fleet units and allied subjects.

Several units of the Atlantic Fleet, including *uss New Jersey* (BB 62) and *uss Worcester* (CL 144), were in port during the week and were open to visitors.

Admiral Wright New SacLant

Admiral Jerauld Wright, USN, has assumed duties as the new Supreme Allied Commander, Atlantic, succeeding Admiral Lynde D. McCormick, USN, who now heads the U. S. Naval War College, Newport, R. I.

Prior to Admiral McCormick's relinquishing the high NATO command, a group of Norfolk citizens presented "SacLant" with a plaque commemorating the establishment in 1952 of the Allied Command Atlantic in Norfolk.

The plaque carries the official seal of the city of Norfolk and the official SacLant emblem. It has been mounted in front of SacLant headquarters.

Prior to taking over his NATO command, Admiral Wright had been Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean with headquarters in London, England.

Seabees Build Sickbay

The "Can Do" Seabees have done it again.

This time at Camp McGill, Japan, where they consolidated, in record time, four Navy Medical Units into one large sick bay—one of the most modern in Japan.

From humble beginnings in an old messhall, the new sick bay grew into being quickly as the Seabees went to work in their own speedy

fashion and whipped up a 14-room building which includes examining rooms, offices, a dental lab, a dark-room and storerooms.

When the building was ready for the different medical units to move in, the Scabees worked hand-in-glove with the medical personnel and the move was completed without missing a sick-call. Everything from a cold to a broken leg was treated without interruption.

'MINSY' Celebrates Birthday

The U.S. Navy is joining forces with the city of Vallejo, the county of Solano and the state of California for a big celebration in honor of the 100th anniversary of the Mare Island Naval Shipyard September 16-19.

The first Navy installation on the Pacific Coast, Mare Island was commissioned by Commander David G. Farragut, USN, who later rose to admiral and achieved fame in the Civil War.

In addition to staging an open house, the Centennial committee hopes to have many high ranking U.S. officials present. Vice President Richard Nixon, Naval Reserve Lieutenant Commander, has assured the committee that he will be on hand for the occasion.

A display of the Navy's fighting forces will be shown and several foreign nations whose ships have been repaired at Mare Island have indicated they also will send ships to the celebration.

Navy Drill Team Wins Honors

The Drill Team from the Ceremonial Guard Unit at the Washington, D. C., Receiving Station, one of the finest drill teams in the Navy, won the drill contest in the ninth annual Washington Crab Apple Festival. This is the fifth consecutive year that the Navy Drill team has walked off with top honors.

The Navy team was in competition with other drill teams from the Ceremonial Guard Units of the Army, Marines and Air Force. The Navy outfit was labeled the "show-stopper" of the Festival as they snappily executed their intricate formations and precision rifle twirling.

Drillmaster for the Navy drill team is P. L. Sutton, BM3, USN. W. T. Pryor, GMC, USN, is chief-in-charge of the team, which is composed of volunteers from the Navy's Ceremonial Guard Unit.



THE JOB of landing a helicopter on an LST calls for a high degree of skill, which can be attained only through training and practice.

LSTs and 'Copters Make a Working Team

Teaming the Landing Ship Tank with the helicopter sired a combination that was so successful in the Korean War that the whirlybirds are getting to be a regular feature aboard many LSTs.

In the Korean war the helicopters were used aboard LSTs to spot enemy mines for the minesweepers, for reconnaissance duty, for carrying wounded personnel from the mainland and for rescuing airmen downed in the waters off Korea. For example, the helicopter from

USS LST 799 rescued seven downed airmen in one morning with a total of 23 rescues in 10 missions in addition to spotting and leading to the destruction of about 50 enemy mines (ALL HANDS, November 1952, p. 38).

Now the Amphibious Operation Training Element, U. S. Atlantic Fleet, Little Creek, Va., is teaching LSTs to land and launch helicopters. Other amphibious ships capable of operating with helicopters are AGCs and LSDs.



THAT'S NO AIRCRAFT CARRIER! Helicopter comes in for landing on LST 938 off Cape Henry, near U. S. Naval Amphibious Base, Little Creek, Va.



MARBLE TEAM—C. A. Cushman, YNSN; B. L. Parsons, YNSN; N. C. Drummond, YN1; R. J. Murphy, YNSN; and B. L. Haggard, GM3, (l-to-r), train for tourney.

Navy-men Knuckle Down

The "Tigers" roared and the "Bullets" misfired as a team of U.S. Navy-men went down to defeat in the Annual English Marble Championships at Tinsley Green, England.

The Navymen, attached to U.S. Navy headquarters in London, tagged themselves as the "Grosvenor Bullets," practicing their fast balls and knucklers weeks ahead of time.

Led by George Smith, YNSN, USN, who last year headed another team which also met defeat in the tourney, the sailors were certain that this year they had the team to beat.

The "Tinsley Tigers," headed by 82-year-old "Pop" Maynard, acknowledged World Champion marble

shooter, evidently thought the sailors were the team to beat too—they did just that by a score of 33-16.

As the game opened, the two captains, "Pop" and "Smitty," urged their teams on before a tense crowd of nearly 1000. Shooting on a ring made of concrete and raised off the ground some six inches, the "Tigers" went ahead seconds after the first "aggie" was tossed in the ring.

It wasn't long before the crowd could see that the Tigers' experience (they averaged 65 years of age against the sailors' average of 22 years) was more than enough to offset the youngsters' hard practice.

When the dust settled the champions had safely protected their

crown and the Navymen returned to London sans laurels.

Last year the Navymen were scuttled 38-11. However they gained some consolation when Smith scored an amazing upset over "Pop" Maynard in a special singles match. This year there was no singles match.

In addition to Smith, other members of the team were: Bernard L. Parsons, YNSN, USN, a holdover from last year's team; Bruce L. Haggard, GM3, USN; Nelson C. Drummond, YN1, USN; Charles A. Cushman, YNSN, USN; Richard J. Murphy, YNSN, USN.

Arresting Cables Go Ashore

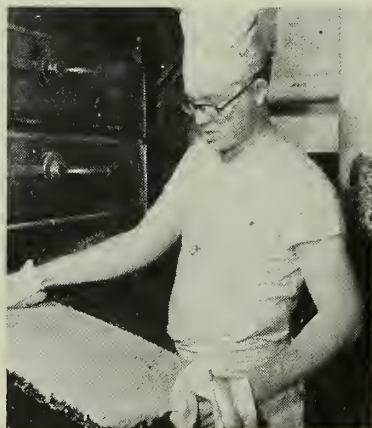
Naval air stations in the U.S. are stealing a page from carrier aviation's book and installing emergency arresting cables on their runways.

They are being installed to combat the problem of having aircraft with malfunctioning flaps, lost wheels, faulty brakes and other troubles, run off the end of the runways when forced to land.

Typical of the gear being installed is that which is at present in use at NAS Jacksonville, Fla. The new gear consists of two parallel carrier-type landing cables 20 feet apart on each runway. Stretched across the runways by turnbuckles and connected at each end to two 750-foot lengths of anchor chain, they do the trick.

Approximately 35 naval and Marine air stations have had the emergency runway arresting gear installed and an unofficial survey of these stations indicate that air stations can expect to handle between 200-300 emergency "arrestments" per year.

IT WAS HER NINTH BIRTHDAY—so they baked a cake. Batter goes into pan as cake for USS Boxer (CVA 21) gets underway (left). First pan of cake comes from oven (center). Bakers pour first ladle of icing on 'growing' cake.



Monday Is Wash Day for VR-8

Out Pearl Harbor way, VR-8 had two big problems. The fighter squadron men had a washing machine they didn't need and a lot of oil strainers they had trouble getting clean.

After a little thought on the subject they came up with a solution to both problems—they fixed up the washing machine as an oil strainer cleaner. Now everyone is happy.

The strainers, consisting of many doughnut-shaped rings, previously had to be cleaned individually by hand during each periodic aircraft check. That took a lot of time.

Now with the simple construction of five lead pipes welded around the spinner of the washing machine, five of the strainers can be turned out in five minutes.

The strainers are swished from a fixed position in the washer. They are straddled around the pipes and in a solution of gunk and solvent are cleaned fifty times faster than before with a thoroughness that could never be achieved by hand.

Long Voyage Home

A routine visit of *uss Randolph* (CVA 15) to Salonika, Greece, proved to be the culmination of one sailor's dreams. He was returning home after an eight years' absence.

Demetrios Pilitsis, HM3, USN, wasted no time when the carrier docked in Salonika. He headed straight for the small village of Livadakion, just 11 miles from Salonika. The entire population, led by his mother and grandmother, turned out to greet him.

Pilitsis had left Greece for the U. S. in 1946. His entry had been

Their Sailing Days Are Not Over

In this age of atomic submarines and fast carriers it is pretty rare to find a "sailing ship" in the U. S. Navy. However, the crew of *uss E-PCE (R) 852* agree that a sail is a pretty handy thing to have aboard ship. They have used it in one emergency and are ready to do so again if the need arises.

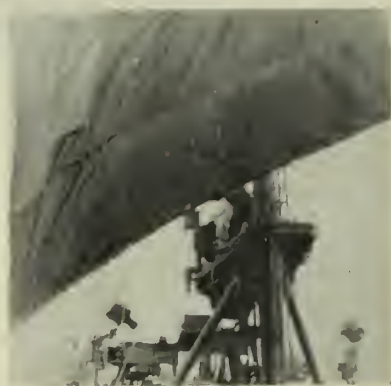
The "852" was in the West Indies, when she started to limp along on one engine. The other engine was dead and she was traveling five knots below her normal speed. Her destination, New London, Conn., was 1100 miles away.

The commanding officer solved the problem in a time-tested, if unique, fashion. All available canvas aboard was collected and the boatswain's mates sewed it together into a patchwork sail.

It took 24 hours to ready the sail and all hands were on deck when it came time for the test. As soon as the sail was rigged, the canvas caught the wind and the "852" took off like a flying fish, arriving in port in good shape.

However, not all of the Navy's sailing ventures turn out so well.

uss Chourre (ARV 1), built for utility, not for speed, was cruising along at 10 knots on a 4700-mile voyage from Tokyo to San Fran-



IMPROVISED SAIL helped speed *USS E-PCE(R) 852* to home port when one of her engines failed.

cisco when the ship's skipper decided to give the crew and the ship a "lift."

He ordered improvised sails hoisted fore and aft. As if to urge the ship on, the crew painted the words "California or Bust" on the sails.

"With a strong blow," the captain said, "we picked up an additional two-and-one-half to three knots, but the winds weren't favorable for most of the trip."

It still took 18 days before *Chourre* sailed through the Golden Gate.

arranged by the American consulate in Greece. The consulate became interested in the boy when his father, a naturalized American citizen, was killed during World War II.

Once in the U. S., Pilitsis stayed with old friends of his father until

he had graduated from high school. With school days behind him, he joined the Navy and had been waiting and hoping for his ship to take a Mediterranean cruise on the chance that he might get to return to his home.

LAYERS making up replica of carrier are shaped up (far left). Cake is 'launched' with bottle of vinegar. CAPT. E. B. Moore, USN, Boxer's CO, uses sword to slice the 1,462-pound pastry. Crewmen enjoy their share of kingsize cake.



SIDELINE STRATEGY

A year ago, if you had told Clifton Eskridge, QMSN, USN, of *uss Glynn* (APA 239) that in 12 months he'd be a leading amateur flyweight, he would probably have thought you were crazy. But that's exactly what he is today—the world-wide Armed Forces Flyweight Champion. Not bad for a kid who has had only 23 fights.

Cliff first got the idea of becoming a boxer when he read in his ship's Plan of the Day that boxers were wanted to compete in the Atlantic Fleet Tournament. Although he'd never boxed before, Cliff had been a better-than-average athlete in his high school days in Cairo, Ill., so he decided to go out for the boxing team.

"I signed up just for kicks, but then, I really became interested in the game," states the new champion. "I received plenty of good pointers from Mr. Gillespie, a jaygee in our ship, and also from all the other coaches I've come into contact with since."

Eskridge learned fast and, with his natural ability, he soon became a formidable contender. The modest, unassuming champion has a natural short right uppercut that thus far has proved lethal to his opponents. A stand-up type fighter, Cliff is also an eager "mixer," but he doesn't like to clinch, as was demonstrated in his championship bout with Jesse Herrera. Not once during the three rounder did the referee have to separate the

two Inter-Service fighters.

Cliff's ability can well be measured by the fact that his opponent in the Inter-Service final has been Air Force flyweight champion for the past three years.

Navy coach at the Inter-Service was LCDR "Pete" Culbertson, a naval aviator from Pensacola, Fla. His assistants, who acted as seconds for the fighters, were Don "Bill" Brennan, BMC, USN, of Norfolk Shore Patrol Headquarters and A. G. "Al" Gibbs, FPC, USN, serving in *uss Sierra* (AD 18).

Chico Ayala, a former All-Navy welterweight champion, was eliminated in the Eastern Navy finals but went to the All-Navy and Inter-Service tournaments as an alternate. The other Navy alternate was Henry Brown.

There were two other sailors present at the all-service tournament as alternates too—but for the Air Force team. They were Vincent DiResta, ATAN, USN, and B. O. Yee, ATAN, USN, both attached to VR-8. These two Navy athletes had battled up through the Air Force chain of eliminations because VR-8 is part of PacDiv MATS at Hickam AFB, Hawaii. The Air Force not only had two Navymen on the squad, but also had as the team coach University of Wisconsin's outstanding boxing mentor, Verne Woodward, a lieutenant commander in the Naval Reserve.—Rudy C. Garcia, JO1, USN.



One-Man Track & Field Team

A hot prospect for this year's All Navy and Inter-Service track and field honors in the broad jumping event is Ensign Meredith C. Gourdine, USNR, of *uss Coral Sea* (CVA 43).

Gourdine was runner-up in the 1952 Olympic broad jump with a leap of 24 ft. 7.37 in. and holds the IC4A broad jump record of 25 ft. 9½ in. He also holds the IC4A runner-up spot for round-turn 220-yard low hurdles with a time of 23.6 sec.

Gourdine is presently attending the Officers Electronics School at Treasure Island, Calif. Before his assignment to school, he was assigned to the Electronics Division aboard the carrier. While his ship was operating with the Sixth Fleet, Gourdine took advantage of the carrier's huge flight deck to keep in shape by running.

When *Coral Sea's* track team entered a meet in Salonika, Greece, Gourdine handily won the 100- and 200-meter dash. In January this year, wearing *Coral Sea* colors, he won the New York Metropolitan AAU broad jump event with a leap of 22 ft. 5 in.

Ensign Gourdine received his degree in physics from Cornell University before being commissioned. He was elected captain of the Cornell track team and was twice selected to the All-American track team.

Hot Soccer Team

The *uss Oriskany* (CVA 34) soccer team has compiled an impressive record over the past few months in the Far East. After losing their initial game to the British ship, *HMS Tyne*, the *Oriskany* "Patriots" won their next six games, and then played a scoreless tie with *HMS Newcastle*.

Led by Lieutenant D. R. Cornish, the booters have improved tremendously since the start of the season. *Oriskany's* soccer record to date, after the opening game loss, includes a 4-1 victory over *HMS Fort Rosalie*, 2-1 win over the Colombian frigate *ARC Almirante Brion*, 4-1 win over *HMS Crusader*, 7-0 triumph over ROK Navy's PF-61, and upset victories over *HMS Cossack*, 2-1, and *HMS Comus*, 2-0. *Comus* is reputed to have one of the top soccer teams in the Far East.

Oriskany's team has scored a total of 21 goals against the opposition while holding their rivals to only 7. Navymen H. Link and F. Payne share top scoring honors for the team.

THE BULLETIN BOARD

Here's Complete Roundup on Sea/Shore Rotation and the SDEL

The volume of correspondence received in the Bureau of Naval Personnel regarding shore duty indicates that the average enlisted man has a lot of questions on the subject. The following article is printed here with a view to eliminating much of the correspondence as well as some of the many doubts and misconceptions which now appear to exist. Particular attention is invited to the "Question and Answer" portion of the article, in which an attempt has been made to answer the questions that are most frequently asked.

THE ROTATION of enlisted personnel from sea to shore for a tour of duty is an important program, directly affecting the morale of a large number of Navymen. A fair and impartial rotation system is of great importance to all naval enlisted personnel.

Before you can get a clear picture of sea/shore rotation—with its different aspects—you must understand the following terms:

- **Bureau Shore Duty**—This is duty assigned by the Chief of Naval Personnel in the allowance of a shore activity within the United States.

- **Fleet Shore Duty**—This is duty assigned by one of the Service Force or Type Commanders in the allowance of a shore based fleet activity within the United States—principally duty in Reserve Fleets.

- **Overseas Duty**—This is duty assigned by Service Force Commanders in the allowance of shore activities beyond the continental limits of the United States, or duty on board non-rotated vessels in the European or Asiatic Areas. Such duty is counted as sea duty for rotation purposes, as is duty performed in vessels which are rotated between overseas and continental U.S. bases, under a rotation schedule controlled by the Fleet Commanders.

- **Shore Duty Eligibility List (SDEL)**—The SDEL is a list of eligible personnel serving at sea who have requested a normal tour of shore duty. This list is maintained by rating, and priority on the list is established by the amount of continuous sea duty completed; that is, those



"...and I can't do a thing with it."

who have the most sea duty are highest on the list. Shore duty eligibility lists are maintained by BuPers for Bureau shore duty and by the Service Force Commanders for Fleet shore duty. Note that the BuPers Shore Duty Eligibility List is different from the SDEL maintained by the Service Force Commanders. In some cases the Service Force Commanders have delegated the responsibility to Type Commanders for maintaining fleet shore duty lists.

- **Normal Tour of Shore Duty (NTSD)**—This is shore duty to which a man has been ordered as a result of his own request after having met the eligibility requirements (including the requirement that he request to have his name placed on the eligibility list). The duration of a NTSD varies from 18 months to three years depending on the rate involved. However, two years constitute an NTSD in the majority of cases.

Shore Duty Eligibility List

The primary purpose of the Shore Duty Eligibility List is to meet the personnel requirements of shore activities with personnel who desire duty within those activities.

The primary requisite for being placed on either the Bureau or Fleet SDEL is the amount of continuous sea duty completed. The sea duty requirements for placement on the Bureau SDEL are based on the ratio of sea duty billets to shore duty billets for the various ratings. The sea duty requirements vary, the lowest

being eighteen months and highest four years.

It must be remembered that sea duty required is only the *minimum* for placement on the Bureau SDEL and the fact that this requirement has been met does not mean that a man can expect immediate shore duty orders. He must remain on the Bureau SDEL until such time as a vacancy exists for a man of his rating in the district in which he requests duty. Eligibility requirements for Fleet Shore Duty Eligibility Lists, which have been established by the Fleet Commanders, are, in general, quite similar to those for BuPers Shore Duty. Lengths of tour ashore also closely follow the tour prescribed for BuPers Shore Duty.

Bureau Shore Duty

The basic consideration in making assignments to shore duty is the needs of the service. The number of personnel who can be ordered ashore and the frequency with which they can be ordered are determined by one factor—the ratio of billets ashore to those at sea. The law of supply and demand controls the particular rating groups required ashore. For example, there would obviously be a demand for many more YNs ashore than there would be for BTs or MMs. The result, of course, is the more rapid sea/shore rotation in the case of the YNs.

There are some few activities which, because of their operational peculiarities, are border-line cases as far as their sea/shore rotation status is concerned. In the vast majority of cases no problem is presented in determining just which billets should be considered sea duty and which should be considered shore duty. Before classifying activities as sea or shore for rotation purposes, a careful study is made of the current operations as well as any possible future operations and the decision as to the status of such activities is based upon their actual operations or missions.

Once the billets have been established, the next consideration is to fill these billets with personnel who have expressed a desire for such duty. Based on the needs of the service, the

Bureau exerts every effort to assigning men to shore duty in accordance with their expressed desires.

Since BuPers makes assignments of personnel only to the shore administrative commander (except in a few instances which are discussed below), the latter plays an important part in obtaining for the man the specific duty he has requested. After the Bureau has made a man available to the shore commander who has administrative control over the activity desired by the man, the commander will try to place the man in that particular activity. However, here again the law of supply and demand operates. If the man's services are required in the specific locality in which he wants to serve, the administrative commander will attempt to place him there. If, on the other hand, the member's services are not required in that locality, then the commander is obligated to place him in an activity where his services are required.

On occasion, and this occurs infrequently, personnel are ordered directly (*spotted*) into a specific activity within a naval district. In such cases the Bureau's transfer directive invariably contains authority for the administrative commander to reassign the man within the command if and when he deems such action to be to the advantage of the service. Since this type of direct transfer occurs infrequently and is always occasioned

by some specific reason, the administrative commander seldom exercises his privilege of reassignment during the early stages of the man's tour.

There are times when the Bureau's Shore Duty Eligibility List does not contain sufficient requests to meet the personnel requirements of certain areas. This necessitates placing a *draft* on the fleet to obtain the required personnel. Obviously this is not a desirable method of rotation because the possibility of a man obtaining a shore duty billet which, in his opinion would be considered "good duty," is extremely remote. Fortunately cases of this nature are comparatively few in number.

How and when is a request for Bureau Shore Duty submitted? What happens to the request when it leaves the ship? When may shore duty orders be expected? These are questions which, as indicated by the volume of correspondence and personal calls received in the Bureau, are of great interest to the man in the fleet.

Take the hypothetical case of John Smith, SK2, USN, attached to the USS *Blank*. Smith has had continuous sea duty for the past four years. Although eligible for shore duty two years ago he has, for personal reasons, deferred submitting a shore duty request until the present time.

• His first step is the submission of a *Shore Duty Request* (NavPers 2416). Before filling in the required

information there are certain decisions that Smith must make for himself.

• Which is the more important to him—does he want shore duty in one specific locality and is he willing to wait many months on the SDEL, if required, to get that locality? Or is his motive to get shore duty as soon as possible regardless of location? If he indicates on his request that he desires duty in only one specific locality, he may select the same district as other SK2s many of whom may have accumulated more sea duty than he.

• On the other hand let us assume that Smith wants his shore duty as soon as possible. He indicates on his request a first choice, a second choice, and then states that he would be willing to accept shore duty "Anywhere in the U. S." Such a request does not tie the hands of the detail officer in BuPers. When he has gained the proper place on the SDEL he is considered for the locality of his first or second choice; if his services are not required in either locality the detail officer will find a locality "Anywhere in the U.S." where Smith's services are required, and orders will be issued accordingly.

• So Smith fills in the shore duty request giving two choices of duty plus the alternative choice of "Anywhere in the U.S."

• His commanding officer endorses the request and forwards it to BuPers.

• Upon receipt in the Bureau, Smith's request is checked for accuracy against information contained in his duplicate service record. The request is then placed in file with the requests from other SK2s ahead of those who have had less sea duty and behind those who have more sea duty.

• Smith is then advised by letter that his name has been placed on the SDEL and that he will be ordered to shore duty at such time as he has advanced to the top of the list and there is a vacancy ashore for a man of his rating.

• Smith's responsibility does not end here. He must keep the Bureau informed of any change in his status that might occur, for example, change in duty station, change in rate, discharge and reenlistment, and changes in choices of shore duty. If he should desire placement on another eligibility list (Fleet Shore Duty, Recruiting

HOW DID IT START

Oak Leaf Insignia

The traditional connection between the oak leaf and medicine dates back to the time of the physician-priests of the ancient Britons, the Druids. They performed both professions, uniting the two into one, and the oak groves were their temples.

The oak was a sacred tree to them, and on their white robes were embroidered wreaths of oak leaves and acorns in gold, silver or colored threads. Ever since that time the oak leaf has shared with the caduceus (staff) the position as symbol of the medical profession.

Although the caduceus and oak leaf have quite often been identified with the Medical Corps, at one time the medical profession also used a spray of olive leaves as a designation. But in the 1880s, the gold oak leaf with the silver acorn superimposed upon it



became the official insignia of the Medical Corps and, with certain slight variations, remains its insignia today.

Duty, etc.) he must request removal from the Bureau's list. Placement on more than one list can result in duplicate orders and possible penalty.

Recruiting and Instructor Duty Lists

Although the normal method for obtaining shore duty is via the SDEL there are other types of shore duty which, if requested, may speed up your assignment. One of these is *Recruiting Duty*. While this type of duty is more difficult to obtain than Bureau and Fleet Shore Duty because of certain restrictions, a longer wait on the eligibility list is frequently more than compensated for by the location of the duty assignment when finally received. This is often the only method of obtaining duty in many inland localities where the only military activities are the recruiting stations.

A service record free of disciplinary offenses is one of the first prerequisites to being eligible for Recruiting Duty. Further, billets in Recruiting Duty are not set up for all ratings. This is especially applicable in the lower rates. A list of rates which are required in the recruiting program is published periodically in BuPers Instructions. Requests for Recruiting Duty are submitted in a *letter form* to BuPers. The sea duty eligibility requirements and length of tours are the same as for BuPers Shore Duty.

Instructors in naval schools and in recruit training commands are ordered from *still another list* maintained in the Bureau. There are a great number of such billets throughout the United States. The fact that this type of duty is not considered, by some men, to be quite so desirable as the types of duty discussed above, serves to keep the *Instructor Duty List* smaller than the other lists.

Also, a man on the Instructor Duty List has a decided advantage in that it is the *only list upon which a man may remain while simultaneously enjoying a position on the SDEL*. Hence, if a man wants to go ashore as soon as possible, and assuming that he is eligible, he would be wise to request shore duty as an instructor.

An additional advantage to instructor duty is that the tour is for three years, which is at least a year longer than the prescribed tours of shore duty for the majority of rates. Continuous sea duty requirements are the same as for Recruiting Duty



"When I said you'll be boxing today, I meant these oranges, not in a ring, feather-head!"

and Bureau Shore Duty. Other eligibility requirements, which are subject to occasional change, are periodically announced in BuPers Instructions.

Fleet Shore Duty

Fleet shore duty assignments are made from lists maintained by the various Force and Type Commanders for shore duty under their respective administrative commands.

Fleet administered shore duty billets are located predominantly on the East and West Coasts. In many cases personnel who desire shore duty in the coastal areas will find that their chances of early shore duty would be greatly enhanced by requesting this type of duty rather than BuPers shore duty. Requests for Fleet Shore Duty are submitted to the Force or Type Commander concerned in accordance with directives promulgated by those Commanders.

Personnel may not be on both the *Fleet Shore Duty Eligibility List* and the *BuPers Shore Duty Eligibility List* at the same time. An eligibility penalty may be assigned for personnel who violate this provision.

Answers to Your Questions

Does the date of submission of my shore duty request determine my position on the SDEL?

No. Your position on the SDEL is determined only by the date your current tour of sea duty commenced. Those with the longest time at sea are at the top of the list—those with the shortest time at the bottom.

Do I compete for shore duty with all other men on the list?

No. Only with those personnel of the same rate. For example all SKCs are in one group and all SK1s are in another group.

Must I indicate more than one locality preference for shore duty?

No. NavPers Form 2416 (Shore Duty Request) provides space for two choices plus an alternate choice for duty anywhere in the U.S. Any or all choices may be made.

Is there any advantage to making more than one choice of locality?

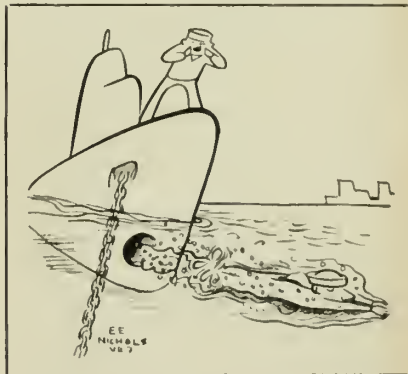
Yes. Where only one district is requested, you, in effect, are telling the Bureau that you are willing to stay at sea until your name reaches the top of the list for that particular district. In the meantime many personnel of your rate who have made two choices or who have requested duty anywhere in the U.S. may have been ordered ashore even though they may have been at sea for a much shorter period than you. They, of course, would not be ordered to the district which you have chosen.

Does the Bureau order a man to a specific locality or city?

No. The Bureau orders you to the district which you have chosen, informing the District Commandant of the specific locality in which you would like to serve. The Commandant then assigns you in accordance with your wishes if the needs of the service permit. Otherwise you are ordered to a locality within the district where your services are required. In making such an assignment the Commandant attempts to place you as close as possible to the locality which you have requested.

May I decline shore duty orders once they have been received?

Only in case you have insufficient obligated service and refuse to agree to extend your enlistment. In such cases you will be required to serve an additional two years at sea prior



"All right, all right, you can strike for torpedoman's mate."

—E. E. NICHOLS, ADAA, USN

to becoming eligible again for shore duty. However, you do not lose credit for sea duty already performed.

Is the information which I place on my shore duty request verified in the Bureau?

Yes. Every request received in BuPers is thoroughly checked against information contained in your duplicate service record. Special care is exercised to see that the date from which your continuous sea duty is computed is correct.

May I submit requests for more than one type of shore duty?

Only in certain cases. You may be on the list for Instructor Duty and BuPers shore duty simultaneously. However you cannot be on any other two lists at the same time. For example, if you are on the Recruiting Duty List you cannot be on the BuPers Shore Duty List or a shore duty list administered by one of the Fleet Commanders. If you are on one of the lists administered by the Fleet

Commanders you cannot be on any of the Bureau lists.

May I make changes to my shore duty request after it has been submitted?

Yes, anytime prior to issue of shore duty orders. Changes should be made by submission of a new card (NavPers 2416) marked "CORRECTED COPY." Changes submitted in correspondence form are not desired. Changes received in the Bureau after orders have been written will not be honored.

Should I notify the Bureau when my enlistment expires?

Yes. Otherwise your request will be placed on the inactive list and orders will not be written.

When does my continuous sea duty commence?

In general on the date you are transferred to sea duty.

I am ordered from shore duty to duty in connection with commissioning or recommissioning of a ship and on board for duty when commissioned. When does my sea duty commence?

If the ship is commissioned within three months of the date you were transferred, your sea duty commences on the date of your transfer. If more than three months, your sea duty commences on the commissioning date.

I have never had shore duty but went directly from recruit training to sea. Did my sea duty commence on the date I enlisted?

No. It commenced on the date you were transferred to sea.

I served at sea for five consecutive years. I was then hospitalized for three months and then placed on limited duty ashore for eight months following which I returned to sea duty. Does the hospitalization and the limited duty break my continuous sea service?

No, since it was a total of less than twelve months. Had the period ashore exceeded twelve months it would have counted as a normal tour ashore and, upon transfer to sea, you would again have to start accumulating your continuous sea service.

Can I tell, from my position on the SDEL, when I might expect shore duty orders?

No. The SDEL is subject to frequent change. You might be #2 on the list today but in the event another man is placed on the list and

Some Districts Have No Quotas for Certain Rates

If your rate is listed after any of the naval districts or activities printed below, DO NOT request duty at that activity (unless there is an asterisk after your rate). While there is no district allowance for ANY of the below listed rates, an asterisk (*) indicates that there is a special allowance, within the geographic limits of the district indicated, administered by the Chief of Naval Personnel. These billets marked with an asterisk are filled by the Chief of Naval Personnel by direct detailing, and personnel of these rates may request assignment in the district concerned.

• **1st Naval District**—SOC, FT2, FT3, IM2, IM3, OM1*, OM2, OM3, PIC*, PI2, PI3, all LI, BMC, DM3, ICC, IC3, all PM, ML3, SV1, CE2*.

• **3rd Naval District**—SO3, TM3, FT2, FT3, all IM, OMC, OM3, all PI, all LI, DM3, MR1, MR3, IC1, IC3, all PM, all ML, all SV, all CE, CDC, CD1, CD3, all CM, all BU, all SW, all UT, AL2, AL3, all AO, all AC, AB1, AB3, AEC, AE1, AE3, AM3, all PR.

• **4th Naval District**—TM3, FT3, MNC, MN2, all IM, all OM, JO2, PIC*, PI1, PI2, PI3, LIC* LI1, LI2*, LI3*, MR1, MR2, MR3, FP3, all PM, all ML, all SV, all CE, CMC, CM2, CM3, all BU, all SW, all UT.

• **5th Naval District**—All OM, all PI, LI1, PMC, PM1, PM3, all ML, SV3, CE3.

• **6th Naval District**—SOC, SO2, FT1*, IM3, OMC, OM2, all PI, DM1, DM3, IC1*, IC2*, IC3*, all PM, all ML, SVC, SV3, CEC, CE2*, BU2, SWC, SW2.

• **8th Naval District**—RD3, SO1, SO3, TM3, all MN, IMC, IM1*, IM2, IM3, all OM, JO2, JC3, all PI, all LI, DM1* MR1*, MR3, ME3*, FP3, DC3*, all PM, all ML, all SV, all CE, CDC, CD1, CD2*, CD3*, all CM, all BU, all SW, all UT, AD2*, AD3*, ATC*, all AL*, AO1*, AO3*, all AC, all AB, all AE*, AM3*, PRC, PR1*, PR2*, PR3, AKC*, AK2*, AK3*, PH3*.

• **9th Naval District**—MN1, MN2, MN3, IM2, IM3, PIC*, PI1, PI2, PI3, LIC*, LI1, LI2, LI3, DMC*, EN3, PMC* PM1, PM2, PM3, MLC*, ML1, ML2, ML3, SVC*, SV1, SV2, SV3, CE1, CE2, CE3, CM1, CM2, CM3, UT1, UT2, UT3, AD2, AD3, ATC*, AT1, AT2, AT3, ALC*, AL1, AL2, AL3, AOC*, AO1, AO2, AO3, ACC*, AC1, AC2, AC3, ABC*, AB1, AB2, AB3, AEC*, AE1, AE2,

AE3, AMC*, AM1, AM2, AM3, PRC*, PR1, PR2, PR3, AKC*, AK1, AK2, AK3.

• **11th Naval District**—MNC, MN2, OM1, OM3, all PI, LI1, LI2, LI3.

• **12th Naval District**—IM1, OMC, OM1, OM3, all PI, LI1, PMC, PM1, PM3, all SV, CE1, SW3.

• **13th Naval District**—SOC, SO1, SO3, FT1*, FT2, FT3, all IM, OM1, OM2, OM3, JO2, all PI, LIC, LI1, LI3, DM1, DM2, DM3, MRC, MR1, MR3, FPC, FP3, all PM, all ML, SVC, SV1, SV2, SEC, CE1, CMC, CM1, BUC, SWC, SW1, SW2, UTC, UT1, UT2, ALC, ABC, AB2, AB3, AEC, AE2, AMC, PR1, PR2, PH3.

• **Severn River Naval Command**—RDC, RD3, SOC, SO3, all TM, all MN, all IM, all OM, TE2, RMC, RM1, RM3, JOC, JO1, all PI, all LI, DMC, DM2, DM3, MM3, MRC, MR2, MR3, BT2, BT3, ICC, IC3, ME2, ME3, FPC, all PM, all ML, all SV, all CE, all CD, all BU, all SW, all UT, AO1, AO2, ACC, AB1, PRC.

• **Potomac River Naval Command**—RD1, SOC*, SO3, OM2, OM3, JOC*, JO2*, all PI, DMC*, IC3, PMC, PM2, PM3, all ML, SV1, SV2, SV3, all CE, CM2, BU1*, BU2, BU3, all SW, UTC, UT1*, UT2, UT3.

• **Chief of Naval Air Training**—all SO, all FT, all MN, IMC, all OM, all PI, LIC, LI1, LI3, MRC, MR1, MEC, FPC, FP2, all PM, all ML, SVC.

• **Chief of Naval Airship Training and Experimentation**—QMC, QM3, all RD, SOC, all TM, all GM, all FT, all MN, IM1, IM2, IM3, all OM, PNC, SHC, JOC, JO1, JO2, all PI, all LI, all DM, MM1, MM2, MM3, ENC, EN3, MR1, MR2, MR3, BTC, BT2, BT3, all EM, all IC, all ME3, all FP, all DC, all PM, all ML, all SV, all CE, all CD, all CM, all BU, all SW, all UT, PR2.

he has accumulated more sea service he would precede you and would automatically drop you to #3. The Bureau has no way of predicting, with any degree of accuracy, the date that any one man may get orders to shore duty.

Is there anything I can do to increase my chances of getting shore duty?

In many cases, yes. If you have requested only one district, it would be wise to make a second choice and also request duty anywhere in the U. S. Also, there are certain districts which are not so frequently requested as other districts which results in a shorter list for the former. In this connection particular attention is invited to the accompanying chart showing the status of the Shore Duty Eligibility List.

I am eligible for transfer to the Fleet Reserve. May I request assignment to shore duty in the district in which I expect to be released from active duty?

Only if you are in all respects eligible for a normal tour of shore duty. The fact that you anticipate transfer to the Fleet Reserve has no bearing on assignment to shore duty. The Chief of Naval Personnel realizes the advantages accruing to a man serving ashore in the locality of his choice for the last assignment of his active service. However the acute need for trained petty officers and the large numbers of personnel transferring to the Fleet Reserve make impracticable the favorable consideration of requests for transfer solely for reasons associated with transfer to the Fleet Reserve and return to civilian life.

I was assigned to shore duty in the Fourth Naval District. On my request for shore duty I requested duty in either the Sixth Naval District, the Ninth Naval District, or anywhere in the U.S. Would a request for reassignment to duty in the Sixth Naval District receive favorable consideration?

No. You were assigned to the Fourth Naval District as a direct result of requesting duty anywhere in the U. S. Accordingly, the Chief of Naval Personnel considers you as having been assigned to one of the duties of your choice. No transfers are effected from one Naval District to another except in humanitarian cases in which case the requirements of BuPers Inst. 1306.24 must be met.

I was assigned to a course of instruction in a service school which lasted for eight months. Just after graduating and prior to returning to sea duty I was hospitalized for three months. Upon completion of hospitalization I was sent to RECSTA Norfolk for general detail and further assignment by the Chief of Naval Personnel. By the time I was transferred to sea I had been ashore for a total of thirteen months. I understand that since I have been ashore in excess of twelve months I am considered to have completed a normal tour of shore duty. Is there any way that the thirteen months' period ashore can be waived?

Yes, in some cases. In accordance with para 8.c. BuPers Inst. 1306.20A you may submit a request to the Chief of Naval Personnel for a waiver of the time in question. Decision on such a request would be based on many factors such as whether your

family was near you during the period ashore, the number of years sea duty you accumulated prior to going to school, the number of personnel of your rate on the Shore Duty Eligibility List who had not had even the short time ashore that you had served, and whether you were able to go on leave or liberty while hospitalized. In short the determining factor would be the degree to which you had enjoyed the benefits normally associated with a tour of shore duty.

Now — check the BuPers Shore Duty Eligibility List on the following pages to find out approximately where you stand according to your rate and the localities that you are interested in. *Note that this list is for Bureau Shore Duty.* It will tell you nothing about Fleet Shore Duty. You should also check the list of rates for which there is no allowance in certain naval districts (page 44).

WAY BACK WHEN

Navyman Aided Research in Physics

The research performed by a Navyman who became a scientist and Nobel Prize winner had a great deal to do with the development of the theory of relativity.

Navy scientist Albert A. Michelson provided the important element in an equation — the velocity of light — that aided Professor Einstein to arrive at the momentous conclusion that mass and energy are equivalent.

One of the Naval Academy's most distinguished graduates, Michelson devoted almost all of his professional life to research in connection with light. He carried out his first experiments for measuring light's velocity at the Academy, where he graduated with the Class of 1873. He served at USNA as an instructor of physics and chemistry from 1875 through 1879. Continuing in the academic field, he was not to resume his association with the Navy until World War I. During the war he rejoined the Navy to work on new devices for naval use.

It was in 1879 that Michelson made his highly successful attempt at measuring the velocity of light. This experiment was made possible through the cooperation of the Navy Department, which not only made physical facilities available to him, but took the unprecedented step of granting him two appropriations, one of which was for \$2000. (These were among the first sums granted by the Navy for the support of basic research).



For this experiment, Michelson established a base at the Washington Monument and another in Arlington, Va., some three miles distant. The length of time necessary for light to pass from one base to another was measured so precisely that the speed of light was determined with greater accuracy than had ever before been possible.

While scientist Michelson did not make the military his career, his later work for the Navy during World War I was also valuable. At that time he invented a range finder that was adopted by the Navy as an item of equipment for combat ships.

The first American scientist to win the Nobel Prize in Physics (1907), Michelson died in 1931.

BuPers Shore Duty Eligibility List Show










(Status as

The table below is a revised and improved method of indicating to Navymen afloat and overseas their standing on the BuPers Shore Duty Eligibility List. It is designed to give you as much information as possible concerning your rating and the locations you have selected as your choices for shore duty.

From this chart you can generally compute your approximate position on the SDEL. Here's how to do it: Check down the list until you come to your rate and then start reading across the column until you come to the location or locations that you have selected on your SDEL request form. Under each naval district or other command listed, you will see two different dates, such as 12-48/10-49. The first date in this case (December 1948) is the date the top man on the SDEL in your rate began his sea duty tour. The second date in the example (October 1949) is the date the fourth man from the top of

the list in your rate began his sea duty. Where only one date appears it means that there are less than four men of that rate on the SDEL for that locality. If no date appears, no man of that rate has requested the district or area indicated, OR there is no allowance for the rate. Whether or not there is an allowance for your rate in the district of your choice may be determined by looking over the information contained in the box on page 00.

This table is helpful in various ways. It is possible to make a fair guess as to the district or districts to which you would have the best chance of being ordered. For example, you are a BMC with sea duty commencing as of July 1947, and you have requested duty in ComONE. By looking at the place indicated on the table (first column, first line) you can see that you are among the first four men on the SDEL for ComONE. Or, supposing you are a BM2 who has not yet requested shore duty.

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Boatswain's Mate 	BMC BM1 BM2 BM3 BMSN/SA	8-45/1-48 8-48/2-49 1-46/12-47 1-46/7-47 1-49/-	6-42/9-48 6-44/2-48 12-45/7-47 12-46/7-47 3-43/-	8-45/10-49 11-47/4-48 3-47/12-47 8-41/5-47 2-50/-	9-48/8-49 8-48/1-49 1-48/4-48 1-42/1-48 7-49/-	9-40/9-48 9-42/6-48 10-47/1-48 12-45/3-48 8-49/-	9-48/12-49 3-44/11-46 4-41/10-47 8-46/1-48 6-44/6-50	2-47/6-49 1-42/2-48 12-45/1-48 12-45/12-47 2-48/7-48
Quartermaster 	QMC QM1 QM2 QM3 QMSN/SA	7-47/4-49 8-44/4-45 8-47/1-48 3-49/10-49 -	12-44/4-49 6-43/8-45 11-45/7-47 11-43/6-48 -	4-47/12-48 3-44/6-46 10-46/8-47 11-43/9-48 -	2-49/7-49 3-44/3-46 3-43/3-48 9-49/- -	2-49/1-50 10-45/3-47 3-43/10-47 11-46/8-49 -	11-39/1-49 10-45/6-46 10-47/1-48 5-48/7-50 10-47/-	9-46/1-49 8-45/3-46 1-46/10-47 4-48/2-49 10-47/-
Radarman 	RDC RD1 RD2 RD3 RDSN/SA	7-48/11-51 7-46/12-46 3-48/7-48 - -	7-47/11-51 2-46/3-47 4-48/9-48 2-48/3-51 -	8-44/7-52 5-46/11-47 4-48/6-48 12-48/- -	8-44/7-52 3-46/1-48 7-48/10-50 - -	7-47/- 2-46/12-46 4-48/11-48 3-52/- 1-52/-	5-46/- 12-47/2-48 6-47/8-48 - 7-51/-	7-50/- 1-46/1-47 3-48/7-48 - -
Sonarman 	SOC SO1 SO2 SO3 SOSN/SA	- 1-49/8-50 6-47/7-49 6-48/3-49 -	1-49/- 11-42/6-49 2-47/3-49 - -	3-41/- 11-42/2-48 3-49/3-51 2-49/5-51 -	2-52/- 12-46/11-50 6-50/5-51 - -	- 12-46/2-49 - 1-49/6-50 3-51/-	5-44/11-51 - 3-49/4-51 - -	9-51/- 4-48/5-49 3-48/6-50 7-49/5-51 6-50/-
Torpedoman's Mate 	TMC TM1 TM2 TM3 TMSN/SA	4-35/7-49 3-43/3-48 6-48/4-50 - -	6-40/8-49 6-46/1-48 5-48/4-50 - -	3-40/4-48 10-46/- 12-40/8-47 - -	7-49/- 8-48/7-49 10-50/- - 1-48/-	3-48/7-49 8-48/11-49 12-40/2-49 - -	1-51/- 12-43/- 11-45/2-49 - -	7-46/- 10-44/6-48 10-47/7-48 12-48/- -
Gunner's Mate 	GMC GM1 GM2 GM3 GMSN/SA	2-50/- 12-41/4-42 6-46/10-47 10-47/12-47 10-46/-	2-50/- 9-43/4-44 8-45/5-47 8-46/1-48 10-50/-	12-49/- 5-42/9-43 5-44/4-47 2-46/3-48 -	9-36/- 10-43/3-45 8-47/1-48 3-48/1-49 -	2-50/- 6-43/8-43 9-46/8-47 12-47/5-48 6-48/-	11-47/2-50 7-43/9-44 4-46/6-47 12-47/3-48 2-48/3-49	2-50/- 10-43/8-44 10-40/8-46 10-47/4-48 11-50/-
Fire Controlman 	FCC FC1 FC2 FC3 FCSN/SA	9-50/- 11-42/- 9-48/- 11-47/4-49 -	- 10-46/- 3-46/- 1-48/- -	12-49/- 8-46/- 3-46/9-48 1-48/4-49 -	11-40/- 1-47/- - 11-47/- -	- 10-40/12-47 12-47/- 1-47/7-50 -	11-49/- 2-48/- 3-48/- 2-48/11-48 -	7-52/- 10-40/7-50 6-45/12-47 10-47/8-48 -
Fire Control Technician 	FTC FT1 FT2 FT3 FTSN/SA	2-50/- 9-47/8-48 1-43/8-48 - -	5-47/12-51 9-47/4-49 - - -	5-47/12-51 9-47/7-48 4-45/6-48 - -	10-46/- 12-47/10-49 3-48/- - -	10-46/- 6-43/10-49 4-45/2-49 4-48/- -	6-51/- 7-46/8-48 8-47/10-48 6-49/- -	6-49/- 6-46/8-48 4-43/4-48 2-48/- -
Mineman 	MNC MN1 MN2 MN3 MNSN/SA	- - 8-48/- - -	- - 8-48/- - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -

status by Your Rate and Area Requested

May 1954)

You have had sea duty which began in January 1948. By looking at the chart you can decide which district would be your "best bet." You would be high on the list if you requested the 5th ND, 6th ND, 9th ND, 13th ND, PRNC or SRNC. For the other districts your standing would be somewhere below the first four BM2s.

BEFORE YOU START CHECKING THIS LIST, note that all districts do NOT have allowances for all rates. Therefore you should know which districts these are, and when you submit your shore duty request or a change to your request you should be sure that the district you desire has an allowance for your rate. The information on districts which do not have allowances for certain rates or ratings are listed in the box on page 44.

In all cases when submitting your share duty request it is advisable for you to take into consideration the column indicating duty "Anywhere U. S." Personnel who

request "Anywhere U. S." are given consideration for assignment to any district for which they would have more sea duty than the top man on the list who has requested that district specifically.












It must also be remembered that the SDEL is subject to frequent change as new requests are received. While you might be #3 man this month you could drop to #6 or #7 by next month if other men of your rate submit requests for the district you have chosen and these men have more sea duty than you.

REMEMBER, this table shows standings on the BuPers Share Duty Eligibility List. It contains no information for men who have put in requests for the FLEET Shore Duty Eligibility Lists (see story for details).

Certain ratings (MU, MA, CT, TD and AG) are not included on the BuPers Shore Duty Eligibility List because they are subject to special detailing.













COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
10-46/7-49 5-47/1-49 2-45/4-48 11-47/9-48 — — — —	2-48/2-50 12-47/3-49 4-41/5-48 10-47/10-48 — — — —	10-46/1-49 1-49/8-49 3-48/7-48 10-47/10-48 — — — —	6-48/8-50 9-48/5-49 4-48/7-48 3-48/8-48 — — — —	8-50/— — 7-48/7-49 3-48/9-48 5-48/9-49 — — — —	5-42/4-49 9-43/7-48 12-46/10-47 10-47/8-48 7-48/11-50 — — — —	12-48/— — 8-49/— — 9-47/— — 8-41/5-49 — — — —	2-48/4-49 9-42/5-47 12-46/11-47 9-45/2-47 6-44/7-49 — — — —	BMC BM1 BM2 BM3 BMSN/SA
7-42/9-45 9-42/11-43 7-47/12-47 7-48/6-50 2-48/— —	9-48/5-49 1-41/6-46 7-47/1-48 4-48/1-50 2-51/— —	7-42/12-48 3-47/10-47 10-47/2-48 7-48/4-50 — — — —	4-42/6-49 11-44/3-47 11-45/3-49 9-46/1-51 1-49/— —	5-49/— — 3-48/— — 1-48/1-51 1-51/— — — — — —	4-49/— — 6-45/12-46 7-48/1-48 7-48/2-49 — — — —	— — — — 5-47/— — 1-51/— — — — — — — — — —	4-42/12-48 9-40/12-47 3-43/7-47 7-48/8-49 2-51/— —	QMC QM1 QM2 QM3 QMSN/SA
11-46/2-49 5-46/6-47 3-48/7-48 7-50/— —	5-46/9-50 5-46/3-47 7-48/7-48 — — — —	3-49/— — 10-47/8-48 7-48/2-49 3-50/— —	— — — — — — — — 12-48/10-49 8-51/— —	— — — — 7-48/— — 12-48/— — — — — —	7-52/— — 3-46/9-47 2-48/11-49 11-50/— — 7-51/— —	— — — — — — — — — — — — — — — — — — — —	8-48/7-50 1-46/7-46 3-48/4-48 11-50/— — — — — —	RDC RD1 RD2 RD3 RDSN/SA
11-40/10-49 4-42/3-48 8-48/9-48 3-51/— —	1-52/— — 10-40/4-49 3-48/1-49 — — — —	— — — — — — — — 4-48/2-51 — — — —	— — — — — — — — 3-47/— — — — — —	— — — — — — — — 3-47/— — — — — —	— — — — — — — — — — — — — — — —	— — — — 5-51/— — 1-51/— — — — — —	3-41/8-50 7-46/11-48 12-47/1-49 7-49/4-51 6-50/— —	SOC SO1 SO2 SO3 SOSN, SA
3-38/7-48 6-44/5-48 6-48/— —	2-36/1-50 8-40/3-49 — — — —	12-30/7-48 4-47/— — 6-48/— —	— — — — 1-48/— — 12-48/— — 2-51/— — 4-50/— —	— — — — — — — — — — — — — — — — — — — —	— — — — 5-47/12-48 1-48/9-50 — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	2-49/1-50 2-48/12-43 3-47/10-50 — — — — — — — —	TMC TM1 TM2 TM3 TMSN/SA
9-48/1-49 4-43/4-44 6-46/8-47 12-47/7-48 — — — —	6-48/12-48 10-43/6-45 11-47/12-47 10-46/7-48 1-51/— —	11-44/1-49 3-43/9-44 6-44/11-47 10-46/7-48 9-50/— —	— — — — 5-42/3-41 11-46/12-47 2-46/8-48 — — — —	— — — — 5-44/2-48 3-49/1-51 7-48/— — — — — —	— — — — 12-43/9-44 9-46/3-47 5-45/4-48 2-43/— —	— — — — — — — — — — — — — — — — — — — —	1-49/1-50 4-43/10-43 6-46/4-47 10-46/3-48 6-48/1-51	GMC GM1 GM2 GM3 GMSN/SA
5-48/10-48 11-47/1-51 7-47/3-49 5-47/5-48 — — — —	9-48/— — 11-47/5-50 — — — — 12-47/— — — — — —	9-50/— — 11-51/— — 1-48/— — 1-47/— — 3-48/— —	4-48/— — — — — — 12-47/— — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — 6-45/— — 12-47/6-48 — — — —	— — — — — — — — — — — — — — — — — — — —	9-48/9-50 8-46/12-47 3-46/12-47 5-47/1-48 — — — —	FCC FC1 FC2 FC3 FCSN/SA
10-34/6-51 5-48/5-50 10-46/7-48 9-48/3-50 — — — —	6-49/8-51 5-48/— — 10-46/7-48 9-48/3-50 — — — —	7-49/— — — — — — — — — — — — — — — — — —	— — — — 3-48/5-50 4-43/3-49 10-49/— — — — — —	— — — — 5-49/— — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	5-48/6-51 7-46/6-48 10-46/1-48 8-48/5-48 — — — —	FTC FT1 FT2 FT3 FTSN/SA
— — — — — — — — — — — — 8-50/— — — — — —	— — — — — — — — — — — — 8-50/— — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — 8-50/— — — — — —	MNC MN1 MN2 MN3 MNSN/SA

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Electronics Technician 	ETC ET1 ET2 ET3 ETSN/SA	4-50/- 1-47/12-48 7-48/- -/- 2-51/-	8-47/10-50 5-48/7-49 7-48/- -/- -/-	8-47/- 5-48/3-50 10-51/- 8-50/- -/-	9-43/9-52 6-48/12-49 7-47/- -/- -/-	3-51/- 9-40/7-48 11-50/- -/- -/-	5-48 9-52 1-48 6-48 7-47/- 10-49/- -/-	3-51/- 2-48 1-50 11-50/- 12-48 2-52 -/-
Instrumentman 	IMC IM1 IM2 IM3 IMSN/SA	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- 10-50/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-
Opticalman 	OMC OM1 OM2 OM3 OMSN/SA	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	-/- -/- -/- -/- -/-	6-41/- -/- -/- -/- -/-
Teleman 	TEC TE1 TE2 TE3 TESN/SA	3-52/- 4-48/10-51 3-48/- -/- -/-	6-52/8-52 10-47/11-51 9-49/- 3-46/2-52 -/-	6-52/7-52 10-48/2-52 1-48/- 3-46/- 10-51/-	-/- 3-49/11-51 10-51/- -/- -/-	4-52/- 3-49/2-52 12-51/- -/- 6-49/10-51	6-50/- 10-47/4-52 6-48/- 10-49/- 7-48/-	-/- 4-48/5-48 9-49/- -/- -/-
Radianman 	RMC RM1 RM2 RM3 RMSN/SA	4-40/6-49 6-42/1-46 4-48/11-48 -/- -/-	4-40/1-48 6-44/6-46 2-47/7-48 7-51/- 12-49/-	6-49/4-51 6-44/4-48 2-47/2-49 -/- 12-49/-	7-48/2-50 8-45/7-48 4-48/11-49 -/- -/-	7-48/10-48 3-46/4-48 4-48/12-48 5-51/- -/-	6-39/7-48 10-39/1-48 12-47/6-48 -/- 12-51/-	11-48/2-50 8-44/7-46 12-47/5-48 2-47/- 3-52/-
Yeoman 	YNC YN1 YN2 YN3 YNSN/SA	2-51/8-52 12-51/10-52 12-50/- -/- -/-	12-40/2-52 10-51/4-52 8-50/- 1-52/- 1-51/-	3-52/- 6-49/12-50 6-51/- -/- -/-	-/- 4-52/- 8-48/- -/- -/-	2-51/10-52 9-50/12-50 4-49/- 11-48/5-52 -/-	4-51/10-52 1-49 8-51 8-47/6-50 4-49/5-52 -/-	3-52/- 11-50/12-51 8-48/5-51 3-51/- 8-51/-
Personnel Man 	PNC PN1 PN2 PN3 PNSN/SA	-/- 8-52/- -/- -/- 4-51/-	-/- 8-50/- -/- -/- 4-51/-	8-50/9-51 10-51/- 10-51/- 3-51/- -/-	-/- -/- 1-52/- -/- -/-	8-49/- 8-52/11-52 12-48/- 1-51/- -/-	8-51/- 3-49/11-52 12-48/- 4-51/- -/-	8-51/- 9-51/8-52 9-50/- 1-52/- -/-
Storekeeper 	SKC SK1 SK2 SK3 SKSN/SA	12-48/9-51 4-50/1-51 8-51/- -/- -/-	4-50/5-51 5-44/9-49 5-51/- 8-50/3-52 -/-	4-50/6-51 5-44/4-50 4-44/1-52 8-50/1-52 3-48/-	8-51/9-51 6-50/3-51 11-51/- 1-52/- -/-	3-51/7-51 11-46/4-50 7-51/- -/- -/-	11-49/4-51 8-48/7-50 10-50/1-52 11-50 6-51 1-52/-	6-50/5-51 3-48/10-50 1-49/11-51 10-51/1-52 -/-
Disbursing Clerk 	DKC DK1 DK2 DK3 DKSN/SA	1-52/- 7-51/2-52 -/- -/- -/-	6-52/- 8-50/3-52 2-52/- -/- -/-	-/- 1-52/3-52 2-52/- -/- -/-	12-51/- 9-48/8-52 -/- -/- -/-	6-52/- 1-52/8-52 -/- -/- -/-	3-52/- 10-49/8-52 4-51/- -/- -/-	-/- 8-50/2-52 10-48/- -/- -/-
Commissaryman 	CSC CS1 (Cook) CS1 (Butcher) CS1 (Baker) CS1 (NJC3081) CS2 (Cook) CS2 (Butcher) CS2 (Baker) CS3 (Cook) CS3 (Butcher) CS3 (Baker) CSSN/SA (Cook) CSSN/SA (But.) CSSN/SA (Baker)	5-50/5-51 12-47/9-50 -/- 7-49/9-50 2-50/- -/- 6-45/3-50 -/- 5-48/9-49 5-51/4-52 -/- 2-48/12-50 7-48/5-51 -/- -/- -/-	4-49/1-51 9-45/10-47 6-50/- 9-49/2-50 -/- -/- 6-46/2-49 -/- 6-49/5-50 3-46/7-48 -/- 3-50/12-50 8-49/8-51 -/- -/- 10-46/-	8-50/5-51 9-45/11-49 10-51/- 4-50/6-51 4-50/- -/- 10-46/1-49 -/- 6-49/7-50 12-47/9-48 -/- 8-50/1-51 4-48/1-52 -/- -/- -/-	8-48/9-50 10-50/1-51 -/- 2-51/10-51 -/- -/- 8-51/10-51 -/- 6-49/9-51 1-51/11-51 -/- 12-51/- 1-52/- -/- -/- -/-	2-48/1-50 7-50/1-51 -/- 4-44/3-51 -/- -/- 6-44/8-50 -/- 8-50/4-51 6-49/12-50 -/- 12-47/5-51 5-51/8-51 -/- -/- 7-48/12-51	2-48/1-50 12-49/5-50 6-50/- 6-48/9-51 -/- -/- 12-44/2-48 -/- 1-48/9-51 4-48/10-50 2-48/- 5-49/3-51 10-47/3-51 -/- -/- 10-51/-	8-48/3-50 8-44/4-51 9-50/- 12-46/7-49 10-49/- -/- 7-46/2-48 -/- 2-46/7-49 12-49/3-51 -/- 1-51/8-51 8-49/8-51 -/- -/- 12-51/-
Ship's Serviceman 	SHC SH1 (Store) SH1 (Cabbler) SH1 (Barber) SH1 (Tailor) SH1 (Laundry) SH2 (Store) SH2 (Cabbler) SH2 (Barber) SH2 (Tailor) SH2 (Laundry) SH3 (Store)	12-48/- 10-47/8-50 -/- -/- 3-48/11-49 -/- 4-46/8-46 -/- -/- -/- -/- 6-49/- 10-46/4-47 4-47/-	11-50/- 7-47/- -/- -/- 3-48/- -/- 6-46/9-46 -/- -/- -/- -/- 7-50/- 10-46/9-47 -/-	5-50/- 2-48/1-49 5-48/- -/- -/- -/- 11-46/9-47 -/- -/- -/- 11-47/- 1-50/- 12-46/2-48 4-47/-	4-51/9-51 8-38/3-49 -/- -/- -/- -/- 2-46/9-47 -/- -/- -/- 2-50/- 8-49/- 12-46/1-48 -/-	12-48/4-51 1-49/2-50 -/- -/- -/- 8-46/9-48 10-45/3-47 -/- 4-48/- -/- 6-48/- 3-48/- 5-45/1-47 -/-	10-51/- 1-49/3-49 -/- -/- -/- 8-46/3-50 3-47/10-47 -/- 1-48/- -/- 6-48/- 4-48/- 10-46/2-47 10-50/-	9-50/- 1-47/10-49 5-48/- -/- -/- 3-50/- 8-46/7-47 -/- 8-48/- -/- -/- 4-48/- 1-47/5-47 -/-















COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
10-41/5-48 3-48/6-48 — — — — — — — —	10-41 6-48 3-48/10-48 — — — — — — — —	7-48 / — — 5-48 4-50 — — — — — — — —	6-48 / — — 10-50 2-52 — — — — — — — —	— — — — 3-51 7-52 — — — — — — — —	7-48 — — — 7-48 1-51 10-51 / — — — — — —	— — — — — — — — — — — — — — — —	8-47/3-51 3-48/12-48 7-47 11-51 8-50 — — —	ETC ET1 ET2 ET3 ETSN/SA
8-44/— — 4-49/— — — — — — 10-48/— —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	IMC IM1 IM2 IM3 IMSN/SA
— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	5-49/— — — — — — — — — — — — — —	6-41 / — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — 7-49/— — — — — —	OMC OM1 OM2 OM3 OMSN/SA
4-42/1-52 5-46/— — 4-51/— — 7-48/10-51 1-51/— —	5-49/7-52 4-50/— — 6-48/— — 7-48/10-51 1-51/3-52	4-52/— — — — — — 10-51/— — 6-50/— — 3-52/— —	9-49/— — 9-51/6-52 — — — — — — — — 7-48/1-52	— — — — 1-51/— — — — — — — — — — — — — —	11-38/— — 10-51 8-52 4-51/— — 11-51/— — 7-49/— —	— — — — 2-52/— — — — — — — — — — — — — —	8-52/— — 10-48 10-51 6-51/— — 3-46/— — 7-48/1-52	TEC TE1 TE2 TE3 TESN/SA
9-41/7-48 7-43/7-46 9-47/4-48 — — — — 12-48/— —	10-36/2-48 8-46/1-48 4-48/9-48 — — — — 3-52/— —	2-48 4-49 2-48 2-49 8-48/9-48 — — — — — — — —	4-48/7-50 12-47/8-48 4-48/8-48 — — — — 3-52/— —	— — — — — — — — 12-49/— — — — — — — — — —	9-43/2-50 5-48/10-48 3-48/9-48 12-51/— — — — — —	6-49/— — — — — — 7-50/— — — — — — — — — —	2-48 6-49 9-44 11-47 3-48 5-48 5-51/— — 12-49/— —	RMC RM1 RM2 RM3 RMSN/SA
9-49/6-52 8-51/4-52 9-41/7-51 — — — — — — — —	11-50/— — 9-52/— — 12-50/— — 5-45/— — — — — —	9-51/— — 8-49/10-50 — — — — 5-45/— — — — — —	8-51/11-52 12-51/8-52 8-50/— — 4-52/— — 4-51/— —	12-40/— — — — — — 4-51/— — — — — — — — — —	6-51/— — 8-49/8-51 7-50/— — — — — — 4-51/5-52	8-52/— — — — — — — — — — — — — — — — — —	12-40/10-52 8-49 6-52 8-48/— — 1-52/— — 5-52/— —	YNC YN1 YN2 YN3 YNSN/SA
10-50/11-52 9-50/— — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	10-51/5-52 — — — — 1-51/— — — — — —	— — — — — — — — — — — — — — — —	7-51/4-52 12-50/— — 1-52/— — 4-52/— —	7-52/— — — — — — 6-52/— — 3-51/— —	— — — — — — — — — — — — — — — —	PNC PN1 PN2 PN3 PNSN/SA
3-47/6-50 11-45/7-50 7-48/3-51 — — — — — — — —	11-49/11-50 1-48/10-50 2-49/— — 1-52/2-52 1-52/— —	4-50/8-51 7-50/8-50 — — — — — — — — 1-52/— —	1-51/8-51 11-50/9-51 — — — — 7-51/— — — — — —	1-51/— — 11-50/10-51 — — — — — — — — — — — —	3-50/6-51 11-46/7-50 3-51/— — 11-50/12-51 — — — —	— — — — 3-51/— — — — — — — — — — — — — —	3-50/5-51 1-48/7-50 1-49/— — 12-51/— — 1-52/— —	SKC SK1 SK2 SK3 SKSN/SA
12-51/8-52 9-50/2-52 10-48/— — — — — — — — — —	— — — — 12-51/3-52 9-48/— — — — — — — — — —	4-52/— — 10-51/4-52 9-48/— — — — — — 5-52/— —	— — — — 7-51/6-52 2-52/— — 10-51/— — — — — —	2-52/— — 2-52/— — — — — — — — — — — — — —	— — — — 4-51/4-52 6-51/3-52 — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — 12-51/2-52 2-52/— — — — — — — — — —	DKC DK1 DK2 DK3 DKSN/SA
1-49/3-49 3-49/1-51 4-52/— — 6-50/10-51 2-52/— —	10-48/7-50 12-41/2-51 — — — — 7-51/9-51 — — — —	12-48/7-50 5-50/3-51 — — — — 10-44/5-51 9-51/— —	3-51/7-51 1-48/7-50 2-52/— — 3-51/— — — — — —	6-50/8-51 7-50/5-51 2-52/— — 3-51/— — — — — —	1-50/7-50 12-41/7-49 12-51/— — 6-50/2-51 9-48/— —	9-51/— — 5-47/12-51 10-51/— — — — — — — — — —	2-48/5-50 12-41/11-50 2-52/— — 10-50/2-51 — — — —	CSC CS1 (Cook) CS1 (Butcher) CS1 (Baker) CS1 (NJC3001)
7-45/11-51 — — — — 2-51/5-52 11-51/— — 2-48/— — 5-51/— — 1-48/— —	7-45/9-51 — — — — 5-51/— — 3-52/— — — — — — 3-52/— — 8-51/— —	1-51/11-51 — — — — 2-51/— — 1-52/— — 2-48/— — — — — — 10-50/— —	9-43/10-51 — — — — 2-50/— — 9-51/— — — — — — 5-51/— — 4-48/— —	10-51/— —	12-47/1-50 — — — — 6-49/4-51 4-48/12-48 10-50/— — 10-50 5-51 10-47/1-51	4-46/3-52 — — — — 10-50/— — 3-52/— — — — — — 9-50/— — — — — —	7-45 8-51 — — — — 6-49/5-51 6-48/7-51 2-48/— — 5-51/1-52 10-47/9-51	CS2 (Cook) CS2 (Butcher) CS2 (Baker) CS3 (Cook) CS3 (Butcher) CS3 (Baker) CSSN/SA (Cook) CSSN/SA (But.) CSSN/SA (Baker)
— — — — — — — — 8-50/— —	— — — — — — — — — — — —	— — — — — — — — 11-50/— —	— — — — — — — — — — — —	— — — — — — — — — — — —	— — — — — — — — 11-50/12-51	— — — — — — — — — — — —	— — — — — — — — 11-50/— —	SHC SH1 (Store) SH1 (Cobbler)
7-47/11-49 2-48/3-49 12-49/— — — — — — 12-47/— — 8-46/3-47	6-47/2-50 11-47/12-49 12-49/— — — — — — 2-47/— — 12-46/4-47	3-47/1-49 2-49/— — — — — — — — — — — — — — 9-46/4-49	5-50/— — 7-48/— — — — — — — — — — — — — — 4-46/11-48	11-50/4-50 12-48/— — — — — — — — — — 11-48/— —	9-47 6-51 6-49 5-50 — — — — — — — — 1-49/— — 12-45/2-47	— — — — 2-48/— — — — — — — — — — — — — — 2-49/— —	12-48/10-50 8-38/12-48 9-50/— — — — — — 8-46/1-49 2-46 9-46	SH1 (Store) SH1 (Cobbler) SH1 (Barber) SH1 (Tailor) SH1 (Laundry)
— — — — 1-48/— — — — — — 6-49/— — 1-46/11-47	— — — — — — — — — — — — 3-48/— — 4-50/— — 8-47/3-48	— — — — 8-48/— — — — — — — — — — — — — — 8-47/5-48	— — — — — — — — — — — — 8-49/5-50 12-46/4-48	— — — — — — — — — — — — 6-50/— — 2-48 8-50 9-50/— —	— — — — — — — — — — — — — — — — 7-46/8-47	— — — — — — — — — — — — — — — — 5-45/— —	— — — — — — — — 6-48/— — 6-49/6-50 10-46/1-47	SH2 (Store) SH2 (Cobbler) SH2 (Barber) SH2 (Tailor) SH2 (Laundry)
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	SH3 (Store)

BuPers Shore Duty Eligibility List (cont.)

		RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Ship's Servicemen (cont.)		SH3	---	9-48/---	---	---	---	---	---
		(Cabbler)	---	---	---	---	---	8-50/---	---
		SH3 (Barber)	---	---	---	---	---	---	---
		SH3 (Tailor)	3-49/---	3-49/---	---	---	3-48/---	---	---
		SH3	12-46/2-48	9-46/2-48	2-46/9-47	9-47/8-48	5-47/4-48	6-48/8-48	2-47 5-48
		(Laundry)	---	---	---	---	---	---	---
		SHSN/SA	---	---	---	---	---	---	---
		(St.)	---	---	---	---	---	---	---
		SHSN/SA	---	---	---	---	---	---	---
		(Cob.)	---	---	---	---	---	---	---
Journalist		JO1	---	---	3-40/---	---	---	---	---
		JO2	---	---	---	---	3-52/---	---	---
		JO3	---	---	---	---	---	---	---
		JOSN/SA	---	---	---	---	---	---	---
		JOC	---	---	---	---	---	---	---
		JO1	---	---	---	---	---	---	---
		JO2	---	---	---	---	---	---	---
		JO3	---	---	---	---	---	---	---
		JOSN/SA	---	---	---	---	---	---	---
		JOC	---	---	---	---	---	---	---
Printer		PIC	3-49/---	---	5-51/---	1-52/---	7-51/---	---	1-50/---
		PI1	---	---	---	---	---	---	---
		PI2	---	---	9-50/---	---	12-47/2-51	---	---
		PI3	---	---	8-51/---	8-51/---	---	---	---
		PISN/SA	---	---	---	---	10-50/---	---	---
Lithographer		LIC	---	---	---	---	---	---	---
		LI1	---	---	---	---	---	---	---
		LI2	---	---	6-48/---	---	---	---	---
		LI3	---	---	12-48/---	8-51/---	8-50/---	---	---
		LISN/SA	---	---	---	---	---	---	---
Droftzman		DMC	---	---	---	---	---	---	---
		DM1	1-51/---	1-51/---	---	---	---	---	---
		DM2	---	---	---	---	---	---	---
		DM3	---	---	12-51/---	---	---	---	---
		DMSN/SA	---	---	---	---	---	---	---
Machinist's Mate		MMC	10-44/12-46	11-42/6-46	11-44/7-46	7-42/10-44	12-39/5-43	12-39/4-41	7-37/10-44
		MM1	12-43/2-45	11-42/10-44	4-43/3-45	10-44/10-45	2-44/1-46	11-43/3-45	11-43/8-44
		MM2	5-44/10-47	7-47/10-47	3-42/2-47	11-46/8-47	2-47/7-47	11-46/8-47	7-46/3-47
		MM3	10-49/---	3-45/6-48	2-48/3-48	12-49/---	12-49/---	5-48/3-49	10-48/10-49
		MMFN/FA	---	---	---	---	---	---	---
Engineman		ENC	2-50/---	10-45/---	---	---	10-45/4-49	5-42/1-50	12-42/1-49
		EN1	12-47/1-48	6-44/12-47	10-47/1-48	7-41/2-48	11-45/7-47	6-46/12-46	11-42/8-43
		EN2	3-47/---	3-47/7-50	7-42/1-49	3-51/---	9-47/4-48	4-47/12-48	4-47/4-48
		EN3	---	1-49/---	1-49/---	---	---	1-48/10-49	---
		ENFN/FA	---	---	---	8-50/---	8-50/---	---	---
Mochinery Repairman		MRC	---	7-48/---	10-48/---	8-33/---	5-46/---	---	---
		MR1	7-43/---	---	---	---	2-43/5-49	---	12-48/---
		MR2	7-48/9-50	7-48/11-49	---	7-46/---	---	4-48/---	4-47/3-49
		MR3	---	---	---	---	1-49/---	11-45/---	4-49/---
		MRFN/FA	---	---	4-48/---	---	---	5-48/---	4-48/---
Boilermon		BTC	6-48/---	7-40/7-48	6-46/---	3-45/5-47	10-37/7-42	3-47/2-49	6-47/---
		BT1	6-42/10-42	4-41/6-42	2-41/7-42	11-40/1-42	12-40/1-42	7-41/8-42	2-41/4-42
		BT2	10-46/1-47	8-46/1-47	9-46/9-47	11-46/5-47	11-42/8-46	10-45/4-47	11-46/11-47
		BT3	7-48/9-48	1-48/4-48	12-47/1-48	12-47/5-48	1-48/4-48	1-48/4-48	10-47/5-48
		BTFN/FA	---	---	4-48/---	---	---	---	7-50/---
Electricion's Mote		EMC	---	3-37/---	3-50/---	4-50/---	8-34/8-46	5-38/8-48	6-46/7-49
		EM1	6-46/1-47	2-46/2-47	11-42/11-46	11-40/9-48	11-42/12-47	6-46/6-47	9-42/12-47
		EM2	---	6-49/---	11-48/---	---	9-50/---	1-48/10-48	3-48/9-48
		EM3	1-49/---	2-48/---	8-44/---	---	2-49/10-50	2-48/7-50	8-44/---
		EMFN/FA	8-49/---	---	9-48/---	---	---	---	9-48/---
I. C. Electricion		ICC	6-44/---	11-43/---	---	5-42/---	5-42/6-50	8-46/---	11-43/---
		IC1	7-43/---	---	---	6-46/---	12-46/---	7-47/---	---
		IC2	3-49/---	1-49/8-50	1-49/9-50	6-49/---	1-48/---	3-50/---	8-50/---
		IC3	---	---	---	---	1-49/---	---	---
		ICFN/PA	---	---	---	---	---	---	---
Metolsmith		MEC	4-47/---	10-45/---	---	10-45/---	6-36/---	3-47/---	12-48/---
		ME1	4-44/10-45	3-44/3-46	5-46/6-47	1-46/3-48	7-40/6-46	9-42/6-46	8-44/9-46
		ME2	9-44/2-48	2-48/7-50	4-48/4-49	10-48/---	10-47/10-48	9-47/8-48	9-44/7-48
		ME3	8-48/9-50	2-48/10-49	1-48/12-48	8-49/11-50	1-49/10-50	8-47/10-50	8-47/9-49
		MEFN/FA	7-48/---	7-48/---	3-48/---	3-48/---	---	---	---
Pipe Fitter		FPC	---	8-41/---	---	---	8-41/12-49	1-50/---	---
		FP1	6-47/4-48	5-42/1-47	8-46/3-47	3-47/2-48	3-46/4-47	9-46 4-47	2-46/6-47
		FP2	10-48/11-50	3-46/7-48	12-44/7-48	2-48/2-49	8-46/2-48	7-47/7-48	2-47/6-48
		FP3	6-47/---	6-47/6-50	---	---	4-51/---	---	---
		FPFN/FA	---	---	---	---	---	11-47/---	---








COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
10-48/— —	4-48/— —	— — — —	— — — —	— — — —	— — — —	— — — —	10-48/— —	SH3 (Cobbler)
— — — —	12-47/— —	12-47/— —	— — — —	— — — —	— — — —	— — — —	3-50/— —	SH3 (Barber)
7-48/11-48	11-48/6-50	— — — —	12-47/12-48	— — — —	4-50/— —	— — — —	— — — —	SH3 (Tailor)
— — — —	— — — —	— — — —	— — — —	— — — —	8-47/5-48	9-46/— —	4-48/6-48	SH3 (Laundry)
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	SHSN/SA (St.)
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	SHSN/SA (Cob.)
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	SHSN/SA (Bor.)
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	SHSN SA (Tail.)
3-48/11-49	6-48/— —	7-48/— —	— — — —	— — — —	10-49/— —	2-48/— —	2-46/7-48	SHSN/SA (Lou.)
— — — —	— — — —	— — — —	— — — —	— — — —	10-51/— —	— — — —	— — — —	JOC
— — — —	— — — —	— — — —	— — — —	— — — —	8-50/— —	— — — —	— — — —	JO1
— — — —	— — — —	— — — —	— — — —	— — — —	2-52/— —	— — — —	— — — —	JO2
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	JO3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	JOSN/SA
— — — —	12-46/— —	— — — —	1-50/— —	— — — —	— — — —	— — — —	1-52/— —	PIC
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	12-49/— —	PI1
— — — —	— — — —	9-50/— —	— — — —	— — — —	— — — —	— — — —	12-47/2-51	PI2
— — — —	3-49/— —	— — — —	7-50/— —	— — — —	— — — —	— — — —	7-49/— —	PI3
— — — —	— — — —	— — — —	1-51/— —	— — — —	10-50/— —	— — — —	10-50/— —	PISN/SA
4-52/— —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	LIC
— — — —	— — — —	— — — —	6-48/— —	— — — —	— — — —	— — — —	6-48/— —	LI1
— — — —	— — — —	— — — —	— — — —	— — — —	8-50/— —	— — — —	— — — —	LI2
— — — —	— — — —	— — — —	2-52/— —	— — — —	— — — —	— — — —	5-48/— —	LI3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	LISN/SA
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	DMC
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	DM1
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	DM2
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	DM3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	DMSN/SA
11-35/8-41	6-44/7-46	6-45/7-46	12-46/6-48	7-49/4-50	7-37/12-45	— — — —	11-42/9-44	MMC
2-44/8-44	6-44/1-46	3-44/11-44	12-43/3-46	5-45/8-47	3-45/7-45	— — — —	12-43/6-44	MM1
12-46/9-47	4-46/8-47	8-44/9-47	9-47/3-48	4-48/7-49	4-46/3-47	— — — —	8-44/2-47	MM2
— — — —	1-49/— —	— — — —	— — — —	— — — —	8-48/3-49	— — — —	5-48/9-49	MM3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	MMFN/FA
12-35/10-47	1-38/11-48	11-35/9-49	— — — —	— — — —	5-42/4-50	— — — —	12-42/2-50	ENC
6-46/10-47	10-47/— —	9-44/9-47	1-48/— —	2-48/— —	11-43/6-45	2-48/— —	7-47/1-48	EN1
7-50/— —	— — — —	— — — —	— — — —	8-50/— —	9-47/1-48	— — — —	2-49/— —	EN2
12-47/— —	— — — —	— — — —	10-51/— —	— — — —	12-46/10-48	— — — —	— — — —	EN3
2-45/— —	2-45/— —	9-46/— —	— — — —	— — — —	— — — —	— — — —	9-46/— —	ENFN/FA
9-39/— —	9-39/— —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	MRC
12-45/5-47	2-48/— —	— — — —	— — — —	— — — —	— — — —	— — — —	7-43/1-49	MR1
11-43/11-47	11-45/6-48	8-47/— —	— — — —	— — — —	5-48/— —	— — — —	4-47/1-49	MR2
1-50/— —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	MR3
12-49/— —	— — — —	— — — —	— — — —	— — — —	2-51/— —	— — — —	5-48/— —	MRFN/FA
11-38/1-44	11-42/3-47	6-39/9-49	11-48/— —	10-49/— —	11-47/2-49	— — — —	6-39/10-47	BTC
3-41/2-42	3-41/6-42	2-42/6-42	5-42/1-48	10-40/3-48	1-42/8-42	12-47/— —	3-41/3-42	BT1
5-47/6-47	6-47/9-47	2-45/10-47	9-47/3-48	— — — —	12-44/10-47	— — — —	10-45/1-47	BT2
8-47/5-48	12-47/6-48	7-46/9-48	12-47/2-49	— — — —	6-48/1-49	— — — —	12-47/1-48	BT3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	BTFN/FA
8-40/3-48	3-37/1-43	1-43/7-49	1-50/— —	— — — —	6-41/— —	— — — —	5-38/1-50	EMC
9-42/3-45	8-45/8-47	1-42/7-47	9-47/2-48	5-48/— —	12-43/6-48	— — — —	11-42/2-47	EM1
4-48/— —	5-46/— —	10-48/— —	— — — —	— — — —	1-48/2-49	— — — —	— — — —	EM2
11-50/— —	— — — —	— — — —	4-50/— —	— — — —	10-48/10-50	— — — —	7-50/— —	EM3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	EMFN/FA
6-48/— —	— — — —	8-46/— —	— — — —	— — — —	— — — —	— — — —	11-43/— —	ICC
— — — —	— — — —	— — — —	11-48/— —	6-46/— —	— — — —	— — — —	6-46/— —	IC1
6-49/— —	— — — —	— — — —	4-49/— —	— — — —	— — — —	— — — —	1-49/6-49	IC2
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	IC3
8-49/— —	— — — —	8-49/— —	— — — —	— — — —	— — — —	— — — —	— — — —	ICFN/FA
9-39/4-47	5-45/6-50	9-39/6-50	1-49/— —	— — — —	— — — —	— — — —	9-39/2-49	MEC
2-41/9-43	3-43/10-44	2-41/3-48	1-46/3-48	6-43/9-48	9-46/5-47	— — — —	9-42/5-46	ME1
4-48/7-48	5-48/10-48	6-46/9-50	2-50/— —	— — — —	6-46/12-47	— — — —	3-47/5-48	ME2
8-47/8-50	10-47/2-49	2-46/6-48	8-47/— —	— — — —	2-48/9-50	— — — —	11-47/2-49	ME3
3-48/— —	— — — —	— — — —	— — — —	— — — —	3-48/— —	— — — —	3-48/— —	MEFN/FA
4-43/12-47	12-47/— —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	FPC
11-46/10-47	9-47/1-49	7-47/— —	— — — —	— — — —	2-46/4-47	— — — —	3-46/1-47	FP1
2-48/8-48	2-48/8-48	4-48/— —	2-48/— —	3-48/— —	— — — —	— — — —	4-48/7-48	FP2
10-47/— —	10-47/— —	— — — —	1-49/— —	— — — —	9-47/— —	— — — —	10-47/— —	FP3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	FPFN/FA

BuPers Shore Duty Eligibility List (cont.)

		RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Damage Controlman		DCC DC1 DC2 DC3 DCFN/FA	— — — 11-48/2-50 8-48/— — — — — — — —	— — — 4-49/3-50 9-50/— — 5-48/— — — — —	12-47/— — 11-48/12-49 2-48/2-51 3-48/— — — — —	2-49/— — 2-50/— — — — — — — — — — —	2-49/— — 5-49/7-49 8-50 — — — — — — — —	3-50/— — 10-46/1-50 7-48/1-49 — — — — — —	— — — 10-46/6-49 — — — — — — — — —
Patternmaker		PMC PM1 PM2 PM3 PM-N/FA	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — 12-47/— — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —
Molder		MLC ML1 ML2 ML3 MLFN/FA	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	11-46/— — — — — — — — — — — — — —
Surveyor		SVC SV1 SV2 SV3 SVCN/CP	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —
Construction Electrician's Mate		CEC CE1 CE2 CE3 CECN/CP	1-51/— — 4-52/— — — — — 11-51/— — — — —	— — — — — — — — — 5-51/— — — — —	— — — — — — 11-59/— — — — — — — —	— — — — — — — — — — — — — — —	— — — — — — 7-51/— — 11-50/— — 5-51/— —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — 2-52/— —
Driver		CDC CD1 CD2 CD3 CDCN/CP	9-46/— — 3-51/— — 11-51/— — 5-51/— — — — —	— — — — — — — — — — — — — — —	— — — 10-42/— — 6-51/— — 7-51/— — 2-52/— —	— — — — — — 3-51/— — 5-51/2-52 — — —	— — — 7-49/2-51 — — — 3-51/2-52 8-51/— —	— — — — — — — — — 6-48/10-51 9-51/— —	1-51/— — 4-49/— — — — — 8-48/12-51 8-51/— —
Mechanic		CMC CM1 CM2 CM3 CMCN/CP	— — — 10-46/— — — — — 8-51/— — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — 12-51/— — — — — 2-52/— — 1-51/— —	7-50/— — 12-51/— — — — — 2-52/— — — — —	— — — — — — — — — — — — — — —	4-50/— — — — — — — — — — — — — —
Builder		BUC BU1 BU2 BU3 BUCN/CP	2-45/— — 3-50/10-50 3-51/— — 4-51/7-51 — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — 1-48/3-51 9-47/— — — — — — — —	10-50/— — 7-47/3-50 — — — 12-50/— — 12-49/— —	— — — — — — — — — — — — — — —	— — — 4-51/— — — — — 1-51/— — — — —
Steelworker		SWC SW1 SW2 SW3 SWCN/CP	6-48/— — 2-51/— — 7-50/— — 5-51/— — 1-52/— —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	7-47/3-52 5-48/— — 9-49/— — — — — — — —	5-48/2-51 — — — 9-51/— — — — — — — —	— — — — — — — — — — — — — — —	9-39/— — — — — — — — 2-51/— — 1-52/— —
Utilities Man		UTC UT1 UT2 UT3 UTCN/CP	11-46/— — 11-50/— — — — — 11-48/— — — — —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —	— — — 2-51/— — — — — — — — — — —	4-51/— — 10-51/— — — — — — — — 3-52/— —	— — — — — — — — — — — — — — —	— — — — — — — — — — — — — — —
Steward		SDC SD1 SD2 SD3 TN/TA	— — — 10-41/5-50 3-44/1-47 4-46/9-50 10-50/— —	4-47/— — 12-45/2-48 2-38/5-44 7-44/12-45 9-46/3-51	4-47/2-51 12-39/12-45 2-38/11-45 4-46/5-46 2-50/6-51	— — — 6-47/2-50 2-46/12-47 5-46/8-50 9-46/1-52	6-49/— — 6-47/7-49 3-44/10-48 7-49/8-50 9-46/8-51	— — — 11-46/9-50 1-46/5-49 7-44/1-47 8-49/10-51	10-47/— — 4-46/7-50 11-46/10-48 3-45/11-48 9-45/2-52
Aviation Machinist's Mate		ADC AD1 AD2 AD3 ADAN/AA	4-46/4-49 1-49/11-50 — — — — — — 10-49/2-52	4-50/3-51 10-48/6-49 6-49/9-51 2-49/— — — — —	10-49/4-50 10-48/6-49 7-48/10-48 4-43/2-52 11-51/— —	6-49/3-51 7-48/12-51 12-50/— — — — — — — —	1-47/8-48 11-47/1-51 3-49/11-51 — — — 1-51/— —	7-50/— — 1-51/— — — — — — — — — — —	4-50/7-50 7-50/2-52 — — — — — — — — —
Aviation Electronics Technician		ATC AT1 AT2 AT3 ATAN/AA	3-39/10-51 5-48/4-50 — — — — — — — — —	6-47/— — 3-49/12-51 — — — — — — — — —	2-52/— — 5-49/2-52 — — — 11-51/— — — — —	12-51/— — 2-52/— — — — — — — — — — —	5-51/2-52 6-44/12-48 12-51/— — — — — 7-50/— —	2-52/— — 3-50/10-51 — — — — — — — — —	6-47/— — — — — — — — — — — — — —
Aviation Electronicsman		ALC AL1 AL2 AL3 ALAN/AA	11-41/7-46 10-46/9-48 2-47/3-50 8-49/— — — — —	7-43/2-48 3-50/3-52 — — — — — — — — —	7-43/6-47 11-46/12-47 — — — 8-50/— — — — —	8-46/— — 2-48/7-50 10-51/— — 8-49/— — — — —	7-43/8-46 9-49/7-50 4-52/— — — — — — — —	8-47/6-48 3-50/3-51 8-50/— — — — — — — —	1-47/6-48 — — — — — — — — — — — —
Aviation Ordnanceman		AOC AO1 AO2 AO3 AOAN/AA	4-40/11-47 12-41/1-47 4-43/5-46 3-48/11-50 — — —	— — — — — — — — — — — — — — —	2-41/9-47 7-46/5-48 2-48/7-49 2-47/— — 12-51/— —	4-48/12-49 12-48/3-51 9-50/— — — — — — — —	2-37/12-43 12-41/3-43 2-45/5-47 — — — 6-51/— —	10-47/1-49 7-47/8-48 4-49/— — 4-49/— — — — —	12-43/2-49 — — — — — — — — — — — —

COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
5-49/6-50 10-46/2-50 7-48/— — — — —	6-50/— — 8-49/3-50 — — — — — — — —	5-49/6-50 7-48/3-50 — — — — 3-48/— —	1-43/6-49 — — — — — — — — — — — —	8-46/4-50 — — — — — — — — — — — —	5-46/5-49 2-48/1-51 — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — 4-49/7-49 8-50/— — — — — —	DCC DC1 DC2 DC3 DCFN/FA
— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	PMC PM1 PM2 PM3 PMFN/FA
3-48/— — 11-50/— — 7-48/— — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — 2-48/— — — — — — — — — —	MLC ML1 ML2 ML3 MLFN/FA
— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	SVC SV1 SV2 SV3 SVCN/CP
5-47/— — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — 8-50/— —	— — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — —	— — — — 8-51/— — — — — — — — — —	— — — — — — — — — — — — — — — —	1-51/— — — — — — — — — — 12-51/— —	CEC CE1 CE2 CE3 CECN/CP
11-50/11-51 10-50/3-51 1-51/— — 10-51/12-51 8-48/— —	11-50/6-51 10-50/— — 4-51/— — 12-50/2-52 8-48/— —	11-50/— — — — — — 3-50/— — 12-50/11-51 11-50/— —	1-51/— — 1-48/1-52 — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	12-51/— — 7-49/3-51 11-50/— — 6-48/1-51 3-51/— —	— — — — — — — — — — — — — — — — — — — —	11-50/— — 7-49/3-51 1-51/— — 5-51/12-51 8-48/4-52	CDC CD1 CD2 CD3 CDCN/CP
1-52/— — — — — — — — — — 7-51/— — 3-51/— —	1-52/— — — — — — — — — — — — — — 3-51/— —	— — — — — — — — — — — — 7-50/— — — — — —	— — — — 6-42/— — — — — — 3-51/— — — — — —	— — — — — — — — — — — — — — — — — — — —	4-50/— — 3-51/— — 6-51/— — — — — — 5-51/— —	— — — — — — — — — — — — — — — — — — — —	7-51/— — 5-51/— — 6-51/— — 6-51/— — 3-51/3-52	CMC CM1 CM2 CM3 CMCN/CP
10-51/— — 7-48/1-52 6-51/1-52 4-52/— — — — — —	4-51/— — — — — — — — — — — — — — — — — —	— — — — — — — — 4-50/— — 3-52/— — 2-51/— —	11-49/— — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	10-50/— — 4-49/3-51 — — — — 1-51/6-51 — — — —	— — — — — — — — — — — — — — — — — — — —	10-50/11-51 7-47/3-50 4-50/1-52 4-52/— — — — — —	BUG BU1 BU2 BU3 BUCN/CP
12-44/3-47 2-51/— — 3-48/— — 12-51/— — — — — —	3-46/— — 2-51/— — 10-50/— — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	9-39/1-47 1-49/— — 8-48/— — 8-50/9-51 — — — —	— — — — — — — — — — — — — — — — — — — —	9-39/1-47 1-49/2-51 7-50/4-51 5-51/1-52 1-52/— —	SWC SW1 SW2 SW3 SWCN/CP
1-52/— — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	5-49/— — 2-51/— — — — — — 2-51/— — — — — —	— — — — — — — — — — — — — — — — — — — —	4-51/— — 12-50/1-52 — — — — — — — — 2-52/— —	UTC UT1 UT2 UT3 UTCN/CP
5-23/11-38 4-38/1-39 6-40/4-45 8-45/6-46 4-46/6-51	9-38/1-51 7-38/1-39 6-40/10-45 10-44/6-45 3-48/8-51	10-43/3-50 10-45/12-49 11-44/3-46 9-45/— —	7-49/7-50 4-45/4-48 8-45/5-46 — — — —	10-50/— — 12-47/12-50 9-48/8-49 — — — —	11-38/— — 12-39/8-50 11-46/10-48 7-44/4-46 3-48/2-50	— — — — 10-46/10-51 7-50/— — 8-46/1-51 12-48/— —	6-49/— — 10-43/8-49 3-41/1-47 3-46/11-49 9-45/8-51	SDC SD1 SD2 SD3 TN/TA
9-46/7-47 11-47/12-49 10-46/— — 12-51/— — 8-50/— —	9-46/7-50 11-47/10-51 4-43/1-51 — — — — — — — —	8-43/12-46 7-43/8-45 9-41/9-49 11-48/1-51 10-48/1-52	1-40/1-51 1-52/3-52 1-52/— — 4-52/— — — — — —	1-51/8-51 9-51/12-51 9-51/— — — — — — — — — —	7-47/8-49 7-49/1-51 6-48/8-49 10-50/3-52 8-50/11-51	2-50/1-51 10-42/3-52 — — — — 2-49/— — — — — —	10-47/3-51 1-52/4-52 10-47/4-52 10-50/— — 8-51/— —	ADC AD1 AD2 AD3 ADAN/AA
10-35/12-47 9-50/3-51 — — — — — — — — 9-49/— —	12-43/11-49 9-48/10-50 — — — — — — — — — — — —	10-42/9-48 9-48/7-49 3-48/— — — — — — 3-49/— —	1-52/— — 12-48/11-51 — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	6-47/10-51 6-44/7-49 10-48/— — — — — — 7-50/— —	— — — — 2-52/— — 3-48/— — — — — — — — — —	6-51/— — 2-51/10-51 12-51/— — — — — — — — — —	ATC AT1 AT2 AT3 ATAN/AA
12-39/12-47 10-43/3-48 8-48/— — — — — — 5-51/— —	12-39/4-44 12-42/12-48 8-44/8-48 1-52/— — 12-47/— —	— — — — 9-41/8-49 4-48/2-51 11-48/— — 12-47/— —	8-43/7-47 9-48/10-50 10-51/— — — — — — — — — —	3-51/— — 8-49/— — — — — — — — — — — — — —	9-45/8-47 3-48/3-50 8-50/4-52 8-50/— — — — — —	7-43/2-48 10-49/— — 11-49/— — 10-51/— — — — — —	8-47/7-48 10-43/5-50 4-52/— — — — — — — — — —	ALC AL1 AL2 AL3 ALAN/AA
12-43/5-46 11-47/5-48 10-50/8-51 — — — —	10-35/7-47 1-48/4-48 12-48/7-50 — — — — — — — —	9-41/7-48 10-45/4-48 2-48/3-49 3-51/— — — — — —	10-40/10-49 7-46/6-48 10-48/— — 4-48/— — 11-50/— —	3-51/— — — — — — — — — — 1-52/— — — — — —	6-42/5-47 7-43/5-46 2-45/3-48 12-51/3-52 6-51/— —	7-36/1-52 7-48/3-51 2-48/2-52 2-51/— — 12-51/— —	9-48/3-49 7-47/7-48 11-49/12-51 — — — — — — — —	AOC AO1 AO2 AO3 AOAN/AA

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Air Controlman 	ACC	1-52/-	-	-	-	-	-	-
	AC1	9-51/-	-	-	-	5-52/-	-	-
	AC2	-	-	7-52/-	-	-	-	-
	AC3	3-52/-	-	-	-	-	-	-
	ACAN/AA	-	-	-	-	-	-	-
Aviation Boatswain's Mate 	ABC	2-51/-	-	7-50/10-51	3-40/-	9-51/-	-	-
	AB1	3-47/10-51	-	11-49/5-50	4-44/8-51	4-44/7-50	-	-
	AB2	2-51/-	9-49/3-52	9-48/-	11-47/-	7-49/11-50	-	-
	AB3	9-48 4-51	-	12-48/-	12-48/-	11-47/-	-	-
	ABAN/AA	2-51/-	-	6-48/-	-	8-50/-	-	-
Aviation Electrician's Mate 	AEC	7-46/-	-	4-49/7-50	-	7-50/-	-	3-51/-
	AE1	12-48/1-51	-	12-48/9-51	10-51/-	10-47/3-51	4-51/2-52	-
	AE2	11-50/-	-	11-50/-	-	3-51/-	3-51/-	-
	AE3	-	-	4-48/-	-	-	-	-
	AEAN/AA	12-51/-	-	-	-	-	-	-
Aviation Structural Mechanic 	AMC	3-51/-	3-51/-	5-47/10-51	2-38/3-51	2-42/2-49	5-46/-	2-42/3-51
	AM1	8-49/2-51	11-47/7-50	2-49/8-51	2-49/12-51	11-47/1-49	9-49/1-52	-
	AM2	11-51/-	7-48/-	-	-	9-51/-	9-51/-	-
	AM3	11-47/-	-	12-51/-	-	4-47/-	-	-
	AMAN/AA	10-51/-	10-51/-	-	-	2-47/5-52	3-52/-	-
Parachute Rigger 	PRC	10-40/-	-	-	-	-	-	1-52/-
	PR1	7-51/-	-	2-50/8-51	-	1-50/10-50	5-47/10-51	-
	PR2	5-51/-	-	1-48/-	-	-	-	-
	PR3	1-52/-	-	7-51/-	-	-	-	-
	PRAN/AA	-	-	-	-	-	-	-
Aviation Starekeeper 	AKC	-	-	-	5-49/-	1-52/-	12-50/-	12-50/-
	AK1	4-48/-	8-51/-	3-51/-	3-48/1-52	3-48/10-51	3-48/10-51	-
	AK2	-	-	8-51/-	-	10-50/-	10-50/-	-
	AK3	-	-	-	-	-	1-52/-	-
	AKAN/AA	-	-	-	1-51/-	3-52/-	-	-
Aviation Photographer's Mate 	AFC	7-49/-	-	6-50/-	-	8-50/-	1-51/-	-
	AF1	10-47/-	7-50/-	1-51/-	-	2-47/4-50	2-47/2-51	1-51/-
	AF2	8-51/-	-	-	-	-	-	-
	AF3	2-51/-	-	-	-	-	8-51/-	8-51/-
	AFAN/AA	5-51/-	-	-	-	1-51/-	5-51/-	10-48/-

Round-Up of New Legislative Action Under Consideration Of Interest to Naval Personnel

Here is the latest roundup of legislation of interest to naval personnel to come out of the second session of the 83rd Congress.

The summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The following list relates Congressional action taken during the month since the last roundup.

Further information on legislation pertaining to the Navy and naval personnel will be carried in forthcoming issues as action is taken.

Warrant Officers—Public Law 379 (evolving from H. R. 6374); establishes a career program for warrant officer promotion and retirement similar to the program now offered commissioned officers. The law eliminates many of the discrepancies under current regulations and organizes the warrant programs of all the armed services on the same basis, prescribing uniform time-in-grade requirements for promotion, instituting a selection system for promotion, revising and consolidating regulations

for retirement or discharge (with severance pay if passed over and not reenlisted) and setting the mandatory retirement age at 62.

Foreign Decorations—Public Law 354 (evolving from H. R. 6051 and S. 2247); provides that members of the U. S. armed forces may be authorized by their respective service secretaries to accept from certain allied governments' decorations, orders and emblems which may be tendered them for Korean service.

Defense Appropriations—H. R. 8873; passed by the House; allots somewhat more than \$28 billion for

defense expenditures by the armed forces during the fiscal year of 1955.

Homestead Benefits—S. 1823; passed by the Senate; would allow the same benefits to Korean veterans allowed to World War II veterans in connection with priority for homestead rights.

Ship Restoration—H. R. 8247; passed by the House; would provide for the restoration and maintenance of the frigate *Constitution* and for the disposition by sale, grant or other means of *uss Constellation*, *uss Hartford*, *uss Olympia* and *uss Oregon*.

Academy Appointments—H. R. 4231; passed by the Senate with amendments; would increase the number of appointments to the military and naval academies from the "U. S. at large" and would specify that these added appointments be allotted to sons of individuals who died as the result of active service in the armed forces in World War I, World War II and the Korean conflict.

Service Secretaries—S. 3466; introduced; would provide for two additional assistant secretaries each for the Army, Navy and Air Force. One of the new assistant secretaries of the Navy would be designated as



"If I get it any cleaner they'll have me charged with wearing out government property."

COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
— — — —	5-52/— —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	ACC
— — — —	— — — —	7-52/— —	— — — —	— — — —	10-51 — —	— — — —	5-52 — —	AC1
— — — —	3-52/— —	8-51 9-52	— — — —	— — — —	— — — —	— — — —	7-52 — —	AC2
— — — —	— — — —	7-52/— —	— — — —	— — — —	7-51 — —	— — — —	7-52 — —	AC3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	ACAN AA
1-51/— —	5-48/4-52	— — — —	— — — —	7-50/— —	9-51/3-52	2-51/— —	7-51/— —	ABC
3-46/12-49	3-46/6-50	6-50/1-51	8-50/10-51	— — — —	4-44/3-47	— — — —	11-49 7-50	AB1
— — — —	— — — —	— — — —	11-47/— —	— — — —	3-47/7-49	— — — —	— — — —	AB2
— — — —	— — — —	— — — —	— — — —	11-50/— —	11-47/2-51	12-48 — —	12-48/— —	AB3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	6-48/— —	ABAN/AA
7-50/9-50	6-48/7-51	— — — —	— — — —	— — — —	1-50 1-52	4-49/— —	— — — —	AEC
3-50/— —	7-49/2-51	3-51/— —	9-49/12-51	9-51/— —	3-50/4-51	10-51/— —	5-51/2-52	AE1
— — — —	— — — —	— — — —	— — — —	— — — —	3-51/— —	12-50/— —	— — — —	AE2
— — — —	— — — —	— — — —	— — — —	— — — —	10-51/— —	— — — —	— — — —	AE3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	AEAN/AA
10-51/— —	10-51/— —	— — — —	1-52/— —	— — — —	2-42/3-51	— — — —	— — — —	AMC
7-51/— —	— — — —	8-47/9-49	12-51/— —	10-48/— —	11-47 9-49	3-51/2-52	1-52/— —	AM1
3-51/— —	— — — —	9-48/— —	7-48/— —	1-52/— —	9-51/— —	— — — —	— — — —	AM2
— — — —	— — — —	12-48/— —	4-49/— —	11-47/— —	4-47/2-52	— — — —	— — — —	AM3
— — — —	1-51/— —	1-51/— —	— — — —	— — — —	3-52/— —	— — — —	— — — —	AMAN, AA
— — — —	— — — —	— — — —	— — — —	— — — —	1-52/— —	1-50/— —	1-50/— —	PRC
5-47/10-49	5-48/7-50	— — — —	9-51/— —	— — — —	5-49/2-50	6-48/8-51	10-50/9-51	PR1
— — — —	— — — —	— — — —	3-51/— —	4-49/— —	5-43/12-51	— — — —	— — — —	PR2
— — — —	— — — —	— — — —	— — — —	— — — —	7-51/— —	— — — —	— — — —	PR3
— — — —	3-52/— —	— — — —	— — — —	— — — —	— — — —	10-51/— —	— — — —	PRAN/AA
11-45/— —	10-50/1-52	2-52/— —	— — — —	— — — —	12-50/7-51	— — — —	— — — —	AKC
1-51/— —	9-44/3-48	3-47/— —	1-52/— —	— — — —	2-48/1-49	8-51/— —	8-51/— —	AK1
— — — —	— — — —	2-52/— —	— — — —	— — — —	10-50/— —	— — — —	8-51/— —	AK2
— — — —	— — — —	— — — —	— — — —	2-52/— —	— — — —	— — — —	— — — —	AK3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	AKAN/AA
5-49/2-51	— — — —	1-51/— —	— — — —	— — — —	8-50/— —	6-50/— —	— — — —	AFC
12-51/— —	— — — —	9-51/— —	7-46/— —	— — — —	2-47/1-52	7-50/— —	— — — —	AF1
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	AF2
— — — —	2-49/— —	— — — —	— — — —	— — — —	— — — —	— — — —	7-50/— —	AF3
— — — —	— — — —	9-51/— —	— — — —	— — — —	10-48/— —	1-51/— —	— — — —	AFAN/AA

Assistant Secretary of the Navy for Financial Management.

Antarctic Expedition — S. 3381 and H. R. 8954: introduced; would authorize the President of the U. S. to provide assistance to an expedition to the Antarctic being projected by the American Antarctic Association Inc., a non-profit organization.

Disability of Reservists — H. R. 9066: introduced; would provide appropriate hospitalization and medical care at Government expense for members of the Reserve components of the armed forces who might suffer injury, contract a disease or aggravate a pre-existing injury or disease in line of duty while on active duty, active duty for training, inactive duty for training or while in travel to or from such training.

Leave Earned While a POW — S. 3270: introduced; would provide that leave accrued by prisoners of war in Korea shall not be counted in determining the maximum amount of leave to which the individual may now be entitled. The bill would exempt such persons from certain provisions of the Armed Forces Leave Act of 1946.

Voting for Servicemen — H. R. 8917: introduced; recommends to

the various states procedures that would simplify and expedite voting by men and women serving in the armed forces, and their families.

Re-enlistment Bonus — H. R. 9377 and S. 3539: introduced; would establish a new system of paying re-enlistment bonuses. The formula for figuring the amount of the bonus due would provide for a fraction of the Navyman's monthly basic pay to be multiplied by the number of years of his re-enlistment. The bonus would be largest for the first re-enlistment and would decrease for subsequent re-enlistments, ending entirely after 20 years service. Personnel would be given the option of taking their re-enlistment pay under

the new bill or under the former regulations.

August Deadline Is Set for Submarine School Applications

One hundred and twenty naval officers have been selected for the July class at the Submarine School, New London, Conn.

The six-month submarine course is open to line officers of the Regular Navy and Naval Reserve on active duty whose date of rank as LTJG is 1 Jun 1952 or later or whose date of rank as ensign is prior to 1 Jan 1954.

Officers desiring to attend the next class scheduled to convene the first week of January 1955 must have completed at least one year of active commissioned service, be physically qualified and agree to remain on active duty during the course and for a period of at least one year after reporting to their first submarine.

Applications from eligible officers should be sent via commanding officer to the Chief of Naval Personnel (Attn: Pers-B1117), Washington 25, D. C. All applications should reach the Bureau of Naval Personnel before 20 Aug 1954. See BuPers Inst. 1520.6C of 15 Apr 1954.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

- (c) Rescue chamber.
- (b) Normal rescue capacity is 6, together with two operators, although in the rescue of crewmen of the sunken Squalus in 1939, as many as nine men (with two operators) were crowded into the device.
- (c) Treble tuckle block.
- (a) Sister hook.
- (b) F3H-1N.
- (b) Demon Night Fighter.

Changes Made in Normal Tours Of Duty at Overseas Stations; Break-down Shows Time Needed

CHANGES IN THE NORMAL TOUR OF overseas duty for enlisted personnel at various overseas stations and a break-down of the time needed on other overseas stations have been announced.

"Overseas service" is defined as "duty performed ashore at naval activities beyond the continental limits of the U.S. and on board non-rotated naval vessels in the European and Asiatic areas."

To complete a normal tour, personnel must spend the prescribed time in the locality, exclusive of transit time to and from that particular spot. However, personnel transferred from one overseas area to another will be credited toward total obligated time with the time served in the first area.

Requests for extension of time will normally be granted at most of the overseas stations for a maximum of one year at the discretion of the administrative command if the forwarding endorsements indicate that such an extension would be in the

best interest of the service and that the individual is psychologically and physically adapted to such an extension.

Naval personnel serving with other departments or agencies and who are subject to reassignment by those departments, have their lengths of overseas duty tour prescribed by the department concerned.

Overseas Naval activities not listed below have a normal tour of duty of 24 months.

It should be noted that these established tours of overseas service are considered merely as a guide for assignment of naval personnel to overseas duty stations. It is possible that there may be a variation from the prescribed tours of duty to meet special conditions such as frequency of ships' calling at certain overseas stations, or particular needs at that station.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have a consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 13 — Contains a farewell message from former Secretary of the Navy Robert B. Anderson, who becomes Deputy Secretary of Defense.

No. 14 — Contains greetings from the new Secretary of the Navy, Charles S. Thomas.

No. 15 — Congratulates the naval air arm on the 43rd anniversary of naval aviation.

No. 16 — Authorizes temporary additional duty orders for medical officers temporarily needed to assist in dependents' care at local naval hospitals and naval dispensaries.

No. 17 — Announces the convening of a selection board to recommend warrant officers on active and

Area	Months of Overseas Tour
Alaska-Aleutian Islands	
Adak	12; 18 if dependents are on station
*Attu, Dutch Harbor	
Point Barrow and Whittier	6 followed by rotation to more desirable station to complete 12 months in the area
	*If dependents are authorized to join personnel after rotation to more desirable station, tour completion date will be extended
Kodiak and Anchorage	12; 24 if dependents are on station
Azores Islands	18; 24 if dependents are on station
Eniwetok Atoll	6
Eleuthera, B.W.I.	12
Eritrea	18; 24 if dependents are on station
Formosa (MAAG)	18; 24 if dependents are on station
Germany	24, or 12 months after dependents arrive on station, whichever length of time is greater.
Greenland	9
Iceland	12; 24 if dependents are on station
Inda China (MAAG)	12; 24 if dependents are on station or 12 months after arrival of dependents, whichever is greater
Japan proper	24 or 12 months after dependents are on station whichever is greater
Kashmir (India)	12
Korea	12 followed by rotation to Japan to complete 24 months in the area
Korea (attaché)	18
Kwajalein	12; may be followed by rotation to Oahu to complete 24 months in area
Libya	12
Malta	12; 18 if dependents are on station or 12 months after arrival of dependents, whichever is greater
Marianas	
Chi Chi Jima	12
Guam, Saipan and Tinian	18
Okinawa	12; 18 if dependents are on station
Midway	12 followed by rotation to Oahu to complete 24 months in area
Morocco (Casablanca and Port Lyautey)	18; 24 if dependents are on station
Argentina	18
Persian Gulf area	12
Poland (attaché)	18
Red Sea Area	12
Ryukyu area	12
Saudi Arabia (Dhahran)	12
Tripoli	18; 24 if dependents are on station
U.S.S.R. (attaché)	18
Non-rotated ships and staffs afloat in Asiatic area	15
Non-rotated ships and staffs afloat European area	18; 24 if dependents are on station

inactive duty for temporary promotion to commissioned warrant grade, and commissioned warrant officers on active and inactive duty for advancement to pay grades W-3 and W-4.

BuPers Instructions

No. 1120.20 — Requests application from enlisted personnel on active duty for flight training in the naval aviation cadet (NavCad) program.

No. 1320.1B — Concerns accounting data to be included in preparing travel orders for enlisted personnel on full-time active duty.

No. 1440.13 — Gives instructions telling how career petty officers in Rating Group IX may be selected

for the training necessary for them to qualify for change in rating to Aviation electronics technician (AT), aviation fire control technician (AQ) or aviation guided missileman (GF).

No. 1520.6C — Contains a list of 120 officers selected for the July 1954 class at the Submarine School, New London, Conn., and requests applications for the January 1955 class.

No. 5211.6A — Announces a new machine-processing accounting form (NavPers 576) for handling peacetime and wartime officer and enlisted allowances and complements.

BuPers Notices

No. 1430 (30 Apr 1954) — Lists those advanced to chief petty officer (acting appointment) as the result of the February 1954 exam.

No. 1221 (3 May 1954) — Deletes seven Special Program Codes and adds another to the *Manual of Navy Enlisted Classifications*.

No. 5510 (7 May 1954) — Raises to "Confidential" the classification of the training manuals *Fire Control Technician, Vol. 1* (NavPers 10176) and *Naval Electronics, Part 3* (NavPers 10810).

No. 1611 (12 May 1954) — Contains a list of 202 officers who originally came into the naval service from NROTC sources who have been selected for integration into the Regular Navy as permanent officers.

No. 1080 (13 May 1954) — Concerns improper entries made in the Personnel Diary (NavPers 501).

No. 5510 (13 May 1954) — Instructs commands how to downgrade certain training publications by deleting specified sections and thereby handle such publications as non-classified.

No. 1426 (18 May 1954) — Lists names of those selected for appointment to the grade of ensign, USN, for limited duty only by the 1954 Limited Duty Officer selection board.

No. 1301 (24 May 1954) — Makes minor changes in BuPers Instruction 1301.6 (Change Two) which concerns Navy officers on temporary duty with the Army or Air Force.

No. 5510 (24 May 1954) — Gives instructions concerning a new loyalty form for use by the armed forces.

No. 1747 (25 May 1954) — Praises the work of the Navy Wives Club and gives permission to commanding officers to provide assistance and quarters to the organization where conditions permit.

Special Services Newsletter Has Info for ERC and SSOs

If you have recently been chosen to represent your division on the Enlisted Recreation Committee, you may not yet be familiar with some of the information available to assist you.

To help you in planning programs for your division, you should read the article on ERC that appeared in the June 1953 issue of ALL HANDS. In addition, you should see your Special Services officer, and arrange with him to read the monthly *Special Services Newsletter*, which is sent to each ship and station. Another valuable source of information, the *Special Services Manual*, is being revised and will be available in a few months.

The *Newsletter* contains latest information on Navy recreation, ideas for intramural sports, hobbies, sightseeing trips, and other recreational notes. If your division has an idea that may be useful for another ship, you can send in the details to the Chief of Naval Personnel (Attn: Pers G-11) for inclusion in the *Special Services Newsletter*.

When your ship hits port, your ship's Special Services officer and members of the Enlisted Recreation Committee can obtain a great deal of information from the local shore-based Special Services officer. He can help arrange sightseeing tours, correlate a schedule to handle inter-ship challenges, give you info on the nearest gym, athletic field, golf course, etc.

Some ships like some people must watch their weight. But unlike people, ships are concerned with waterlines instead of waistlines.

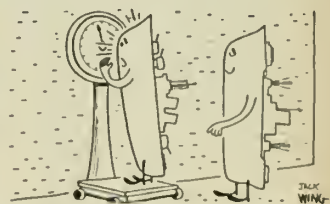
Weight compensation and moment compensation have come to have an important meaning to the Navy, particularly as a result of newly developed equipment which must be placed aboard the vessels of the Fleet. Briefly, weight compensation means that when one item is placed aboard ship something of equal weight must be removed. If too much weight is added



without compensation, then the ship settles in the water and does not have sufficient "reserve buoyancy." (Reserve buoyancy is the volume of the watertight hull above the waterline). In case of damage below the waterline resulting in the flooding of several compartments, the ship could sink.

Moment compensation means controlling weight in such a way as to prevent the ship's center of gravity from rising. If the center of gravity rises, stability is reduced and danger of capsizing increases.

Weight and moment compensations sometimes conflict. For example, you want to mount a gun up high to improve its arc of fire, but if you do,



then ballast must be added at the keel to maintain stability (moment compensation). However, now you have changed the weight compensation, so the draft accordingly increases. In most combatant vessels the simple solution of adding ballast to maintain the desired center of gravity cannot be used because such action would reduce reserve buoyancy. Accordingly, controlling weight of a high-placed gun, would necessitate removal of corresponding weight at near the same height and yet not conflict with weight compensation.

BOOKS:

LOTS OF GOOD, NEW VOLUMES
HEADED FOR NAVY LIBRARIES

THE ACCENT IS ON history this month, with some fine volumes ranging from the period of the Revolutionary War to the Korean conflict. Here are reviews of some of the latest books chosen for Navy libraries by the BuPers library staff:

• *V-2*, by Walter Dornberger; The Viking Press.

The advent of the atomic age almost eclipsed the development of the famed V-2 rockets—the “most awesome and fearful weapon” used against the Allies in World War II.

Conflicting reports concerning the birth of the V-2 rocket have been plentiful both during and since the war. Now, Dr. Dornberger, the scientist who directed Peenemund, the German experimental rocket station, has come up with an authentic account of the V-2's development from 1930 to 1945.

On a practically “invisible budget,” Dornberger and his aids worked long and hard to produce a long-range

liquid-fuel rocket. After a number of failures, the A-4 (later called the V-2) was successfully launched on 3 Oct 1942. It broke the sonic barrier. A new and powerful weapon was within reach. All sorts of areas were opened up by the event—including the possibility of space travel. Had the V-2 been perfected earlier, the author states, World War II undoubtedly would have been prolonged.

This book tells not only of the struggle to perfect the rocket but it gives a clear picture of Nazi Germany at work—a picture of personal jealousies, battles for priorities, civilian greed and military rivalry.

★ ★ ★

• *Cavalry of the Sky*, by Lynn Montross; Harper and Brothers.

Amphibious warfare, as successfully used in World War II, has been continuously adapted and improved to meet the changing conditions brought about by new weapons of the atomic era. In a foreword to this book, General Lemuel C. Shepherd, Jr., USMC, Commandant of the Marine Corps, stated that the Corps “realized that the devastating effects of atomic weapons called for new landing force procedures and equipment to replace those which had won so many decisive victories in World War II. As the solution, the Marine Corps committed itself to new amphibious tactics of dispersion made possible by the troop-carrying helicopter and vertical landings.”

During the Korean conflict, as a result of this forethought and planning, the helicopter emerged as an important tactical innovation, proving its worth in other phases of war operations as well as in amphibious operations. It was used for reconnaissance, wire-laying, rescue work, evacuation of casualties and a multitude of other chores. It lifted an infantry battalion. In many instances, it provided the only contact between units separated by enemy action.

Montross' book tells the story of the progress of the whirlbirds. An avid researcher, the author has spent much time going over documents, interviewing the right people, checking and rechecking, in an effort to

cover the story as accurately and as completely as possible. He has used wisely the wealth of material at his disposal.

★ ★ ★

• *Lights Across the Delaware*, by David Taylor; J. B. Lippincott Company.

The Battle of Trenton during the American Revolutionary War has long been overshadowed in history text books by accounts of Yorktown and the defeat of the cream of the British army.

Trenton was an important battle, however, not only from a strictly military point of view but from the all-important morale standpoint. It marked the end of a series of disheartening “retreats” on the part of Washington's troops.

This volume is a fictionalized account of events leading up to the battle and of the battle itself.

Chief characters are Phoebe Runnels, a Rebel lass who is in love with Wheeler Smith, a young Quaker whose religion keeps him from joining the America army. Phoebe has acted as nurse and cook for American soldiers while her teen-age brother, Sam, has been working with the Rebel forces as a courier.

As the story unfolds, the reader gets frequent glimpses of Washington, Hamilton, Greene and other American leaders as they map out their strategy and plan the defeat of the Hessian mercenaries at “Trent's Town.”

★ ★ ★

• *The Recapture of Guam*, by Major Orlan R. Lodge, USMC; U. S. Government Printing Office.

This is the twelfth of a series of USMC historical monographs on World War II, designed to give both “the military student and the casual reader” an accurate and detailed account of the Corps' activities. Eventually, these monographs will be integrated into a final “Operational History of the Marine Corps in World War II.”

The present volume covers the planning and preparations for the recapture of Guam, progressing through the W-Day landing and on to final “mopping-up” activities.

Purple Heart veterans of the Guam campaign may obtain free copies of the new monograph by writing to the Commandant of the Marine Corps (Code AO3D), Headquarters, Marine Corps, Washington 25, D. C.

SONGS OF THE SEA



Rolling Home

Up aloft amid the rigging,
Swiftly blows the fav'ring gale,
Strong as springtime in its blossom
Filling out each bellying sail;
And the waves we leave behind us,
Seem to murmur as they rise;
We have tarried here to bear you
To the land you dearly prize.
Rolling home, rolling home, rolling home
across the sea;
Rolling home to fair Columbia, rolling
home, dear land, to thee.

—Old Naval Song

DARING AT DURAZZO



'Splinter Fleet' Comes Through—1918

Into the teeth of the enemy fire rode the U. S. sub chasers, ducking enemy shellfire, dodging mines, evading torpedoes, to get a ringside seat and watch fascinated as the Allied fleet blasted the enemy port city into smoking ruins.

Although the word "Durazzo" is little recalled today, it bulked large in the minds of Allied naval planners of World War I. For it was from the naval base at Durazzo, Albania, that enemy submarines sortied to prey upon vital Allied shipping moving through the Mediterranean.

In an attempt to bottle up these undersea bornets in their nest in the Adriatic, the Allies had laid a series of minefields in the narrow reach between the heel of the Italian "boot" and the mainland of Greece (see chart), a so-called "barrage" similar to the one thrown up for the same purpose in the North Sea ("Bottling Up The U-boats," ALL HANDS, March 1953, p. 59).

This barrage had been partly—but not fully—successful. Now, in the closing months of the war, the Allies conceived a bolder stroke: Move in with a superior naval force and destroy the port.

By doing this, they hoped to accomplish two things: (1) Sever the U-boats from their home base, and (2) neutralize the defenses of Durazzo so that Allied troops could pour through this gateway to the Balkans and attack a vital spot in the tottering Austro-Hungarian Empire.

This was the grand strategy; making it pay off was up to the men who manned the British, French, Italian and U. S. ships making the attack. To the men of the U. S. Submarine Chaser 225, for example, the job narrowed down to this: blast a path with depth charges through the minefield surrounding the harbor so the big ships

could edge in close, and secondly, destroy any enemy submarines that come out to do battle with the attack fleet.

Quite an order! How well these fragile "Splinter Boats," as they were affectionately called, accomplished it is told here in his own words by an eyewitness, Chief Petty Officer Ray Milholland who served as chief engineer of the "225."

This is how it felt to ride one of these craft into the face of the enemy fire—and remain there—as shells whistled overhead, torpedoes whizzed by and submarines prowled menacingly nearby.

WAR AND BATTLE are not synonymous terms, most works of fiction, and histories for that matter, to the contrary. I do not hesitate to state my opinion that, if war was all a continuous battle, wars would be very short indeed. And the explanation is simple: human flesh can stand just so much drain on the physical and emotional fountains within a man. That is why official communiques during the late war refer, again and again, to the replacement of "spent divisions" on the battle front with "fresh troops."

I know from experience that the physical exertion a man expends during a battle is not nearly so great as

From *The Splinter Fleet and the Otranto Barrage* by Ray Milholland; The Bobbs-Merrill Co., Indianapolis and New York; 1936. Reprinted with permission of the copyright owner.



SUB CHASER goes on convoy duty during World War I.

pick and shovel work performed for a similar number of hours. It is the unimaginable tension and counter-tension of the emotions within a man, from the time he starts into battle until he is out of it, either dead on the ground or dead on his feet, that make a gaunt, staggering skeleton of him in such an amazingly short space of time.

I also have found very little in books to explain what military leaders mean by "fresh troops" going into battle and sweeping the enemy before them with dash and vigor. Are they fresh troops in the sense that they are lighthearted, full of energy—loving life to the full? Hardly. Such men are too comfortable in body and spirit to fight savagely. That, too, I know, because I have experienced it.

No, a man fights best when he has been cold, and wet, and hungry, and has been driven from one grinding routine task to another for days and weeks—driven until nothing but the pit stone of his soul is left and bitter gall is dripping from it. And then he is ready to go into battle!

And so it was with us of the Splinter Fleet toward the end of September in 1918. Months, months, months of the same round of bully beef and hardtack until the very thought of the next meal was gagging. Then there was the ceaseless heave and roll of the splinter boats. In just a comfortable sailing breeze, a splinter boat tosses and lurches erratically. One tries to sleep by lying flat on the stomach, arms outstretched and legs spread-eagled, to keep from rolling out of a wet and greasy bunk.

Water and dampness are everywhere. Combined with the nerve-racking roll and pitch is the constant vapor of salt spray and spent exhaust gases belching from the engine ports. If the wind is on the starboard beam, that retching mist blows back aboard; if it comes from port

BRITISH destroyers turn their firepower on Durazzo.



or from dead ahead it looks likewise. The after quarters, where the engine-room crew is supposed to sleep, get the full effect of it from all three engine ports, and a following wind blows it down into the engine-room again, over the bridge and into the charthouse, down into the fo-castle. At no time at sea—and we spent most of our time there—was the reek of gasoline and salt spray any better than just endurable.

However, we only noticed how bad the condition was when it became necessary to replace a man who had died from the deadly flu epidemic that kept day and night shifts working ashore to make coffins.

We of the Splinter Fleet carried on short-handed, standing watch four hours, resting four hours, and going back on watch again like red-eyed automatons.

The morning of October 1, 1918, our splinter boat, in company with eleven others, came steaming through the tortuous labyrinth of mined nets which protected the Italian naval base of Brindisi.

Naturally, as soon as we had tied up to the docks, we anticipated going ashore for a few hours of welcome liberty; for while we knew that something unusual was in the wind, not even McCloud, our skipper, knew where we were headed. But shore liberty was denied. Instead, we set about overhauling the engines—something we always did every time they could be stopped for even a few minutes—inspecting the recoil mechanism of the three-inch gun, making sure the Y-Gun depth-mine projector was in perfect working order.

A few minutes later, Captain Nelson [Captain Charles P. Nelson, USN, Submarine Chaser Force Commander] called all splinter boat commanders over to the "95," his flagship. All twelve of them crowded below with him in the tiny cabin and remained there until long after dark.

Some hours later, McCloud, commanding officer of our chaser, returned from that conference and called the Chief Boatswain's Mate and me down to his quarters. I can remember yet how stiffly his lips moved as he started speaking:

"What I'm going to say to you men must not be repeated. Understand?" We both nodded without speaking, and our skipper continued. "Tomorrow morning we're going into a big scrap. It's big—toughest we've ever faced together. On our three pairs of shoulders rests the responsibility of carrying out the job assigned to this ship.

"I can't tell you where we're going. I'd like to but I'm not permitted. But where we are going . . ." McCloud clamped his lips shut and stared first at one of us, then the other. "Where we're going is going to take guts. Because we are not expected to come out. We're a *suicide fleet*—slam right through the enemy's mine fields and smash their subs in their own harbor. Our job is to get in and do that—and get out if we can."

I left McCloud's cabin with a lump of ice that wouldn't melt in the pit of my stomach. I am not ashamed to say that war had long ago lost its fascination. Right then I would have been very willing indeed to have been in a much safer situation; but I know I had to set an example for my engine-room crew, and went about my duties like an automaton.

We slipped out of Brindisi [see map] at midnight, creeping through the mine-net channel, knowing that the slightest error in blind navigation would send us roaring skyward in a fog of splinters—we were never to

be allowed to forget we were the Splinter Fleet, it seemed.

For the rest of the night we ran at reduced speed in a general easterly direction, indicating that our objective was not very far off. And shortly after dawn headlands loomed up out of the midst. It was Durazzo!

We went into action at once, every chaser padded in her crew's mattresses, which had been rigged around the bridge and charterhouse as splinter mats. The decks had been sanded to prevent the gun crew's bare feet from slipping in their own blood later—every man stood at his battle station, his bronzed bare shoulders gleaming in the cold morning light. No man spoke an unnecessary word. Any cheering? Any display of devil-may-care heroism as we raced toward the enemy fortress's guns under full engine power? No, there was nothing like that—just one of the quartermasters high up on our slender steel mast, lashing our largest ensign to the masthead with copper wire—the Navy traditionally goes into battle with its largest flag flying from the main truck. There was to be no striking of colors in the coming battle.

Undoubtedly we caught the Austrians completely by surprise. Not a shell was fired at us from the formidable shore batteries until we had already commenced our allotted work of countermining their extensive mine fields by dumping our own depth mines over the stern.

The first depth mine rolled off. Down in the engine-room I heard the metallic clank of the steel launching cradle as it went overboard. Then five . . . ten seconds went by—eternity—then, *Crunch!* The deck plates of the engine-room bounced and danced crazily as the vibrations from first the depth mine, and then the countermined Austrian mines, wrenched and tore at our thin-skinned hull. The next depth mine concussion loosened every electrical switch in the engine-room circuits.

Instantly all three main engines died. And in that first blood-chilling second of silence, I heard the clank of the depth-mine launching gear—another mine had been dropped over our stern! It takes full speed ahead for a chaser to get clear of her own exploding depth mines, and here we were drifting slower and slower, still over the very crater of the impending explosion. A man thinks fast when a second means life or death.

There was no time to peer over the brink of eternity. We raced about, madly slapping switches back into place and securing them with short pieces of tarred yarn. The propeller shafts, still rotating slowly from the forward motion of our chaser, carried the pistons over compression to meet the renewed spark in the ignition system. Our engines roared full throttle once more after only a moment's pause which had seemed like hours, but our own depth mine had caught us on the outer rim of its erupting center. The fragile wooden hull wretched under us like a wounded thing, but raced on.

While I was making a hurried inspection of all holds to see whether the explosion had opened any seams, I flung a look back over the tossing waste of the Adriatic toward Brindisi. Nowhere on the horizon was there any sign of the Allied Battle Fleet which was to follow us and bombard the Austrian fortresses. We continued to bomb, keeping a sharp eye out to intercept any submarines which might rush out to torpedo the expected battleships.

Then the Austrians began firing tentative range-



BOMBARDMENT is kept up by cruisers from Italian navy.

finding shots from their ten-inch shore batteries at us. But they still seemed puzzled. Perhaps they thought our eleven splinter boats were indulging in a foolhardy raid and that we could be picked leisurely—just a little special target practice at accommodating live targets. Meanwhile, we zigzagged rapidly to avoid the shells dropping into the sea around us and flinging up graceful plumes of water.

The arriving shells rumbled overhead like freight trains passing over a long bridge. The air vibrated and the vibration could be felt in one's stomach like the deep bass notes of a great pipe organ. A sense of the unrealness of it all settled over me. The roar of the distant guns had reached a volume that produced a weird delusion of no sound at all.

Splash! A big shell dropped close aboard. Then another: one over, and one short; then one almost dead aboard—they had our range and speed bracketed to a hair. But we dove off at a sharp angle from the course we were on and continued dropping depth mines methodically. Each time we released a mine, a half-dozen enemy mines exploded in our wake—countermined, some; some were observation mines touched off from the fire-control station ashore in an attempt to catch us on one of those deadly squares of the mine chart. The savagery of the fire increased. We were doing too



DURAZZO Harbor's strategic location is shown by chart.



JOB WELL DONE—Squadron of SCs awaits orders home.

nice a job of countermining their first line of defense.

I took a turn around my engine-room, feeling every bearing with my hands and checking the flow of cooling water through the dancing exhaust-valve stems. The engines were pounding and banging from over-speed, but they were standing up to their job. The atmosphere in the engine-room was thick with a rising cloud of burnt oil and gases, blown down by the churning pistons.

Then on deck again for a quick inspection of our remaining supply of gasoline in the service tanks. We were burning a hundred gallons of fuel an hour. There was enough left in the tanks to carry us along at racing speed for eight hours more. I reported this to McCloud and turned back to the engine-room.

A slim gray enemy destroyer came streaking out of Durazzo and swung her knife-like bows straight at us, her two bow-chaser guns flashing and pitching shells around us.

Our forward three-inch gun coughed back at her with a sound like the piping chirp of a young robin in all the diapason of sound. The destroyer swept on, sheering off at sufficient angle to bring her starboard battery to bear on us and make a quick finish of it. Our silly little stub-nose gun continued to reply. A burst of brown smoke rolled up from the oncoming destroyer's stern—a lucky hit by some Yank gun pointer of the Splinter Fleet, direct

ON THE WAYS—Sub chaser '54' is readied for battle.



on her steering gear. But she kept on shelling us just the same while her crew strove frantically to rig a hand steering gear.

Just then something flashed past our stern in a smother of spray, heading straight for the disabled enemy destroyer. At first, I thought it was a torpedo fired by one of the British destroyer flotilla which had appeared out of nowhere behind us. I looked again. This time I saw four such smotherers spray—Italian motor *scafas*, the strange little water beetles which the Austrians had learned to dread. This was the first time I had seen these tiny torpedo craft in action. They swept on at a dizzy speed—forty knots it appeared—diving clean into a wave and bulleting out the other side. They were just tiny hulls crammed with engines. Sixteen hundred horsepower of American-built gasoline motors drove their forty-foot hulls at terrific speed.

The motor *scafa* nearest the Austrian destroyer suddenly pitched to a stop and swung her bow dead amidships on the Austrian. A gunner in the tiny cockpit leaned over and yanked at a lever . . . Fascinated, I watched the streaks of her two eighteen-inch torpedoes dart straight for the Austrian. There was a terrific explosion, boilers flew skyward, spinning like pinwheels, with jets of steam still spurting from them. Then the smother of water and flying debris settled back on the water. The destroyer had vanished.

The rumble of heavy shells passing overhead increased in an unbelievable crescendo. I found myself continually pulling my cap down and having it creep up again—vibration! By this time the avalanche of steel was coming from seaward and hurtling into Durazzo. The Allied Battle Fleet had finally arrived on the line and was steaming, single file, eight thousand yards offshore and firing salvo after salvo. I watched the Italian battleship, *San Giorgio*, fire a full salvo of her main batteries at a transport in Durazzo harbor. Without a preliminary ranging shot, the whole salvo smashed into the transport. There was a boiling cloud of rust and high explosive smoke—when the wind cleared it away, the transport was gone.

The destructive fire of the Allied Battle Fleet continued. It was appalling to watch the defenses and works of Durazzo crumbling under the continual pounding of the Allied shells. And, added to this destruction, came flight after flight of Italian, French, and British bombing planes. Seventy-four of them came over, flying in detached groups of a "V" formation, like enormous geese. And as each flight passed over Durazzo, it dropped its tons of bombs. The air was filled continuously with flying debris. Even the following flights of planes bounced and pitched in the billows of air that vomited up from the explosions beneath; but they would circle back and drop their bombs, too—relentless and deadly.

Then the little Italian *scafas* went flashing straight into the thick of shell-dotted Durazzo harbor. When they came to the great steel boom of floating cylinders chained across the mouth of the harbor, they chose the lowest floating barrier and leaped clear over it! It was breath-taking to watch them strike the boom with their upraised bows and go sailing over, like antelopes clearing a sage bush. It was this ability to hurdle the harbor booms that had earned for them the Austrian nickname of "sea tanks." They had done the same thing at Pola on three separate occasions, racing in under the cover of a black rain-swept night, firing their torpedoes into some

unsuspecting Austrian battleships, and dashing out safely again.

Now they were streaking across the harbor in a perfect hail of fire. A big floating drydock was struck by two Italian torpedoes; it heeled over drunkenly and sank. Another ship went down. The water gate of a drydock was smashed and the sea poured in, drowning a submarine under repair. Apparently their work was done, for they started out to sea again. Three of them raced up to the boom, leaping it as cleanly as before. But one motor *scafa* continued to cruise around inside the harbor, like a duck with a wounded wing. It almost lay over on its side. We were close enough in to see her torpedo man struggling to release her last torpedo which had jammed in the launching gear.

Just then the other three motor *scafas* discovered that one of their number was in difficulty. They whirled about and leaped over the boom again and came back to stand by their comrade! It was a perfectly useless gesture, but somehow the sight of it thrilled me. Back they had come into a perfect sleet of shellfire concentrated on the cripple. There was nothing they could do but take her crew off, if they could survive after presenting such easy targets to the shore gunners.

Momentarily, I expected them all to be smashed to bits. But they circled round, decoying the shore fire to themselves, while their crippled companion worked to release the torpedo from his port side. This had caused his craft to careen to such an extent that jumping the boom was impossible. At last a streak shot away from her—the last torpedo had sped and she righted herself. Then all four raced for the boom and leaped it as gaily as dancers!

It would have been utterly impossible for one pair of eyes, with many other duties pressing, to see all that happened during that battle. And I do not recall all that I saw in those brief moments when I could raise my head from the engine-room hatch to snatch a breath of fresh air.

Our own splinter boat continued her submarine patrol, standing in, within fifteen hundred yards of the southernmost Austrian ten-inch batteries, and scanning the harbor exits for submarines working out to torpedo the Allied Battle Fleet, then circling farther out to make sure that none had slipped through, unnoticed.

It was one of those outward swings, as we guarded the flank of the British cruiser *Weymouth*, that we sighted the feather of a submarine's periscope.

We opened fire at once. Our shell tore away at her main periscope while she swung her forward torpedo tubes on the big British cruiser. As the torpedo shot away, the sub's bows leaped from the water.

We stabbed another shell into her, and with two other splinter boats raced at her as she crash dived. Too late—our combined depth mine attack caught her squarely under her keel, amidships.

We raced back through the noisome scum of oil and litter and dropped a few more depth mines—just to make sure. In the midst of the floating oil, I saw a U-boat sailor, encased in a lifejacket. A wave rolled over—then there was nothing there but the collapsed lifejacket.

Not far away another submarine bombing attack was going on. As I snatched a brief look, the sea erupted: in the middle of a roaring crater, the entire hull of a submarine came shooting up, spinning like a spindle of wood flung from a woodworker's lathe.

A terrific explosion flung huge pieces of steel plate in all directions, one fragment screaming over us, to fall and skitter crazily across the water before it finally dived under.

Hour after hour the Austrian shore batteries fought a hopeless duel with the Allied Battle Fleet. But their mine fields had proved ineffective; their reliance on their submarine defense against bombarding battleships vanished under a barrage of depth mines. One by one, the main batteries leaped into the air and fell silent, after an arriving salvo from the sea had exploded under them.

But still both sides continued to hurl shells at each other. One little side show happened almost exclusively for my eyes, when a British destroyer of the *Camelion* class swept past, between us and a shore battery which had our range almost dead on the line. As the destroyer raced by, I saw a shell intended for us cut another neat porthole in her fo'castle plates, as accurately spaced with the others, and as nearly on the same line, as if it had been done in a shipyard. The shell passed through the boat without exploding—nobody was hurt.

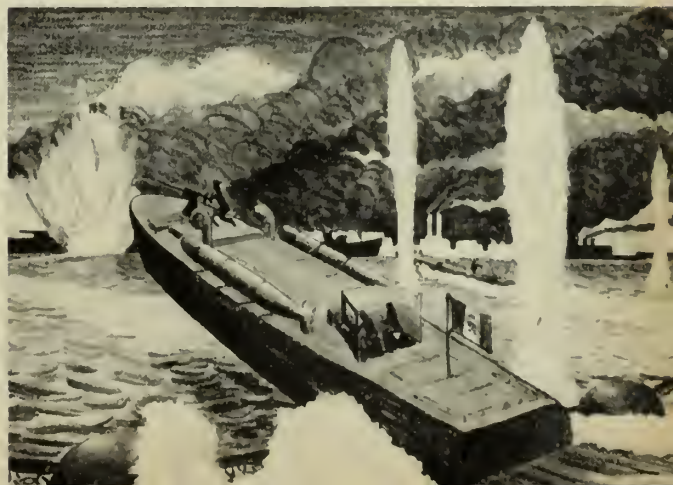
In strange contrast was the deadly accuracy of the Allied Battle Fleet's gunnery as compared to the erratic fire from the equally powerful Austrian shore batteries. The Austrians did not register a single hit fatal to a ship during the entire engagement! The Allied fire completely destroyed Durazzo, hardly a single stone standing in its original place after the battle was over. The destruction of human life ashore was appalling.

Casualties of the Allied Fleet, including eleven splinter boats which did not receive a single direct hit throughout the entire engagement, amounted to less than six men killed and a mere handful of wounded. Every Allied ship, including the *Weymouth*, which had been struck by one torpedo in her false stern but kept on fighting, returned to Brindisi under its own power after the battle was over.

The following submarine chasers of the American Splinter Fleet took an active part in the battle of Durazzo on October 2, 1918: 215, 128, 129, 338, 179, 95, 324, 130, 337, 327, 225.

Victory was complete and crushing. A few days after Durazzo, impregnable fortress of the Adriatic, was reduced to a smoking shambles, the entire rehabilitated Serbian Army was landed there. That put a strong Allied Army in the rear of the Austrians and Bulgarians fighting on the Santi Quaranta and Salonika fronts. It was the beginning of the end.

ITALIAN motor 'scafa' crashes through enemy defenses.

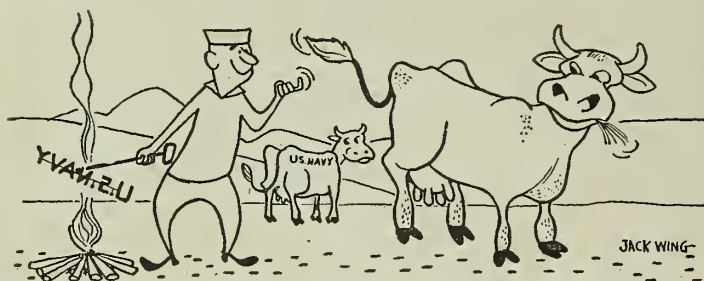


TAFFRAIL TALK

A good record for the conduct of its personnel has been posted by the cruiser *USS Columbus* (CA 74). Her commanding officer handed out a cool 100 Good Conduct Medals to men currently serving in the big ship. Four men were getting the award for the second time.

★ ★ ★

News filters in from all over. We have just heard about a regulation bunch of cattle out on Saipan. The Navy is running a cattle farm there to improve the native stock. The breeds



which the Navy has decided will thrive on the island have had a distinctive brand slapped on their flanks. It reads, "U. S. Navy."

★ ★ ★

From down Memphis, Tenn., way comes the story of how a local automobile agency has turned over one of its cars to the Naval Air Station Safety Office for use in the Station's annual "Learn to Drive" campaign.

It marks the fourth year the firm has done this.

Station personnel and dependents who have passed their 16th birthday are eligible for the driver-trainer program. The course is conducted by experienced drivers from the Transportation Division. Each lesson is 40 minutes long and students continue until they successfully pass the state driver's test. Lessons are given twice weekly. The average driver needs about 10 lessons to feel at home behind the wheel.

A service charge of 50 cents is made for gas and oil, but the company bears all other costs, including liability insurance.

Strikes us as a pretty fine idea all around.

★ ★ ★

Three Navy and two Army officers got a surprise when they were called out to investigate a suspicious-looking object that had washed ashore near Oakland, Calif. Approaching the object, they found it to be a big can filled with something that appeared greasy and mushy—much like a certain type of high explosive. They took no chances.

The troubleshooters cleared the beach for a mile to the north and a mile to the south, and then placed an explosive charge under the can with all the care they would have given a floating mine.

Then they set it off! Baa-loo-om... Plop! Instead of the expected reaction from the "high explosive," a fountain of greasy white arched into the air, cascading back to earth in a great heap. The "suspicious object" was a can of lard!

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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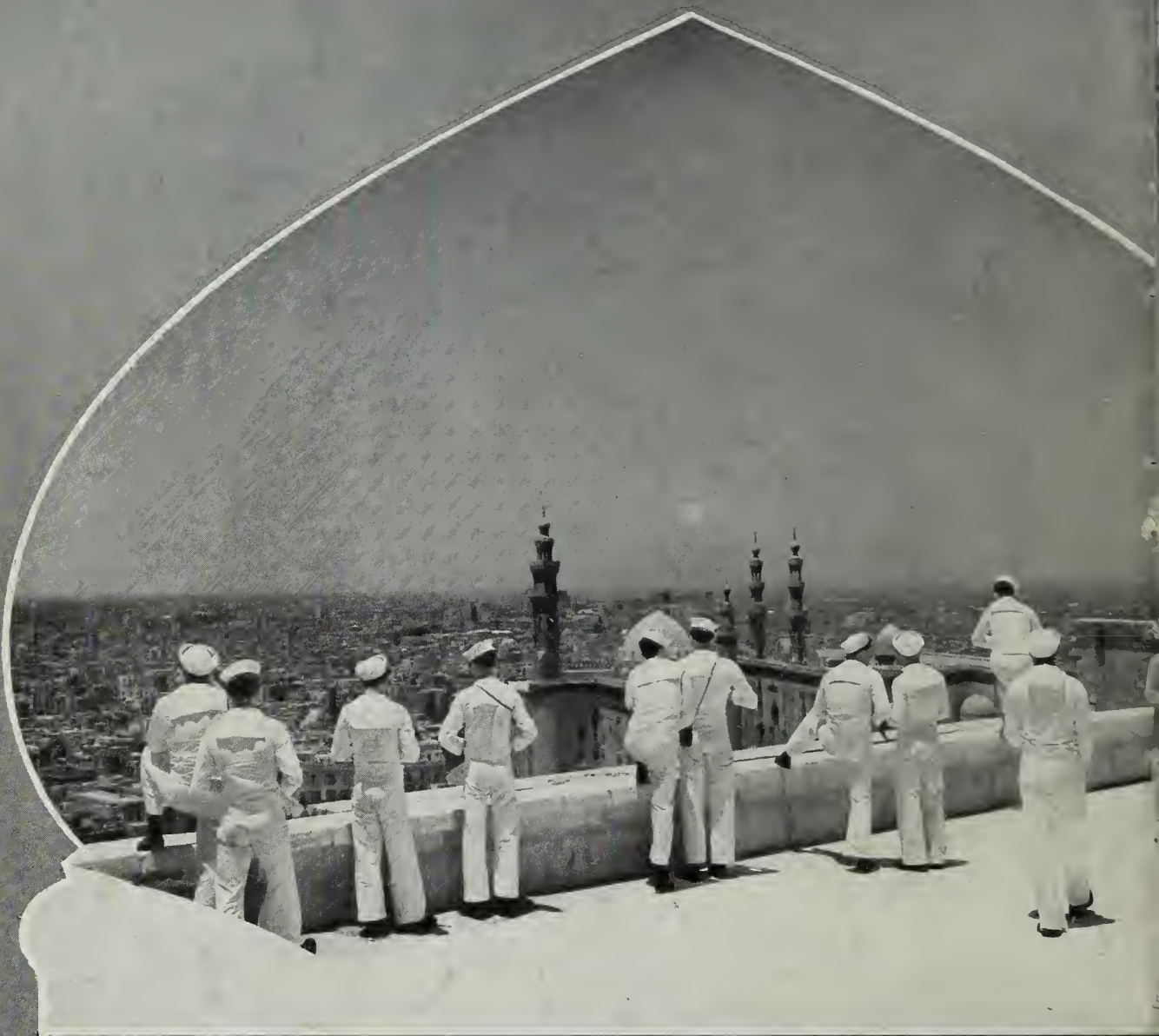
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT: TWO NAVYMEN**—members of the ship's 'black gang'—work on a shaft in the engine room of *USS Firedrake* (AE 14).



WIDE HORIZONS



* seeing new places

* meeting new people

* learning on the job

SOCIAL SCIENCE

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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be read as soon as possible.

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AUGUST 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1954

Navpers-O

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• **FRONT COVER: OUT OF THE DEPTHS**—Frogman Paul E. Hager, on instructor with UDT TWO, climbs over the side of a landing craft after UDT exercises off the Virgin Islands.

• **AT LEFT: 'ANGEL OF THE FLEET'**—Helicopter is refueled on flight deck of USS Oriskany (CVA 34) by crewmen of Helicopter Squadron ONE, Unit 12. 'Capters have been nicknamed 'angels' because of their work in rescuing downed airmen.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo at top of page 3 by Wide World Photos, Inc. Photo on page facing 64 by J. A. Kos, SN, USN.

Shipmates Go to the Rescue

HA VE YOU EVER THOUGHT about what you'd do if a disaster should strike your ship? Or if you were on liberty and an emergency arose which required your immediate help?

Besides their regular billets, Navy-men in ships and at shore activities throughout the world also know their emergency stations, such as general quarters and fire and rescue. They are drilled in these emergency tasks until the work could be performed blindfolded.

But another, and very important factor, is that from the day of entering the naval service, all training received is geared to prepare the sailor to think under pressure, to exercise his initiative, to respond to a crisis swiftly and intelligently.

Take the case of the recent explosion on board the carrier *uss Bennington* (CVA 20). The rescue work of the crewmen is best described by the Chief of Naval Operations.

Admiral Robert B. Carney, USN, noted that many of the ship's officers, warrant officers and senior petty officers were killed in the explosions.

In Emergencies or Disasters, Ashore or Afloat, Navymen Are Quick to the Rescue

"Yet," the Admiral said, "deprived of that leadership, those youngsters got themselves organized and did a superb job of rescuing their shipmates. It was an excellent commentary on the discipline of the *Bennington* crew."

From the first explosion until the last injured man left the ship, the crew of the stricken carrier fought through deadly fumes, flames and passageways choked with red hot twisted steel to rescue their shipmates.

The action of the *Bennington* men is typical of the work of Navymen faced with a crisis. Time after time when showdown has come in combat or when a serious disaster has struck, Navymen have demonstrated this built-in trait to think fast and effectively.

The disaster on *Bennington* wasn't the first time her crew was called upon to handle an emergency. In April 1953, while in Guantanamo Bay, Cuba, one of the carrier's boilers exploded, flooding the No. 1 fireroom with steam.

On that occasion, Lynus A. Babel, BT2, USN, attempted to enter the damaged room through the escape trunk. Unable to do this, because of the extreme heat, he immediately proceeded to the second deck and secured the remote control valves to stop the flow of escaping steam.

Stated Babel's citation for the Navy and Marine Corps Medal: "By his daring initiative and prompt actions Babel was directly responsible for preventing and reducing personnel casualties and for averting serious material damage to the *Bennington's* engineering plant."

Another prime example of Navymen at work during an emergency came when the carrier *uss Leyte*, (CVA 32) suffered heavy explosions and fires in October of 1953. While the carrier was in the Boston Naval Shipyard, a series of explosions and

TRAGEDY AVERTED—'Fire eater' (right) removes ammo belts to prevent explosion as pilot leaps from burning plane.





NAVYMAN Richard K. Sowle, CSSN, USN, goes to rescue of woman trapped on icy, smoky roof of burning building.

terrific fire spread flames, intense heat and dense smoke throughout the forward section of the ship.

Gunner Joseph D. Ramsey, USN, officer-in-charge of the Fire and Rescue Party of the Boston Group, Atlantic Reserve Fleet, quickly moved into a critically dangerous area in an effort to rescue entrapped personnel. Despite the extreme heat, smoke and constant danger of additional flash fires and explosions, he aided in dragging or carrying five unconscious men to safety, four of whom were revived.

The explosion aboard *Leyte* killed a number of the repair officers but failed to halt rescue operations. Anthony F. Kania, BM1, USN, immediately assumed the responsibilities and duties of a repair officer and throughout the emergency directed fire and rescue operations in the most critically dangerous areas.

The second explosion knocked Kania to the deck, but he regained his feet and carried a severely burned shipmate to safety. Despite the constant danger, Kania re-entered the hazardous area and continued to direct his men until the fire was under control and there was no possibility of further casualties.

Such feats of heroism aren't limited to any specific persons or places. "Lady Disaster" knows no favorites.

Consider what happened on board USS YOG-32 last February when the ship was in Iceland.

The officer-in-charge of the ship accidentally fell over the brow of the ship into the frigid water between the ship and the pier. James F. Peterson, EM3, USN, and Joe Pierce, QM2, USN, immediately jumped into the water to save him.

Although in imminent danger of being crushed between the ship and the pilings, the two Navymen succeeded in keeping the victim afloat and towed him to an open spot from where he could be lifted back aboard the ship.

A ditched patrol plane in the Mediterranean provided the setting for another instance of Navy heroism. The pilot had been forced to set the landplane down in the water off the island of Crete. All escaped immediately after the plane hit the water except the radioman who was trapped and pinned in the crushed radio compartment.

Sizing up the situation, Ensign Cliff Behnken, USNR, worked his way back into the sinking craft, easing himself through the navigator's escape hatch. He crawled through gasoline-covered water in the half-submerged plane until he found the trapped man. Working rapidly in shoulder-deep water and in cramped

quarters, he succeeded in freeing the radioman barely moments before the plane went down.

As a Navyman you may be called upon to show your mettle at almost any time. Machinist's mate David F. Zimmerman of the cruiser USS *Newport News* (CA 148) met his challenge when an emergency drill aboard the ship developed into an actual emergency.

The cruiser was in the midst of an engineering casualty drill when the casualty power terminal box exploded. Smoke from the burning box quickly filled the small space and Zimmerman, a first class PO in charge of the after steering room, ordered his six-man crew to get out. When he counted noses outside, however, he found one man hadn't made it.

Donning an oxygen breathing apparatus, he re-entered the smoke-filled compartment, groped his way through the room, located the unconscious man and carried him to safety. Not content with that, Zimmerman then went back into the steering room and fought the blaze singlehandedly until the fire fighting party arrived to take over.

Sometimes even a rescue operation itself can turn into a near-disaster. This almost occurred when a jet aircraft crashed into a Navy



NAVY TRAINING pays off in emergencies. Heroic sailors battle gasoline-fired blaze on carrier damaged by enemy in World War II. Right: Regulars and Reservists pitched in to help during the disaster at Texas City, Texas.

truck at NAS San Diego. The truck had halted at a stand-by position adjacent to the duty runway during an expected emergency landing.

When the plane hit the deck, the right landing gear collapsed, causing the aircraft to veer off the runway into a direct line of collision with the truck. Charles A. Strader, SA, USN, a rescue man on the truck, leaped from the vehicle and moved to a safe position.

But then Strader noticed that a shipmate was standing directly in the path of the approaching plane. Without even time to shout a warning, Strader raced back to the startled man and shoved him to safety an instant before the airplane skidded by. Strader's quick thinking and prompt action were directly responsible for saving his shipmate from death or serious injury.

In another rescue operation, the

rescuer of two men had to be rescued himself. The incident happened on board USS *Ozborn* (DD 846) in the Sea of Japan last January. During a gale, two men from a screening ship were washed over the side.

Bobby D. Parrack, SN, USN, voluntarily jumped into the rough and frigid seas, made his way to the almost helpless victims and proceeded to tow them to the side of *Ozborn*. Although the tending line became entangled around Parrack's neck, and the swift rolls of the ship alternately pounded him against the side of the destroyer and carried him away, he was able to bring one of the men to a position where he could be lifted aboard the ship.

Weakened by his exhausting efforts and by being pounded against the ship Parrack himself was now in danger. Here's where his ship-

mate, Jack B. Evans, RM3, USN, also serving in *Ozborn*, voluntarily jumped into the water to assist.

While battling heavy seas, Evans succeeded in disengaging the tending line around Parrack's neck, then towing him to a position where a line was secured around Parrack's chest and he was hauled aboard.

Evans then went to the aid of the other drowning man and after quite a battle against the elements, both men were safely hauled aboard the destroyer.

In another struggle against the sea, the quick thinking and fast action of Dale E. Randles, MMC, USN, saved the life of a drowning Navyman. Randles was at the naval recreation beach, Imperial Beach, San Diego, when he learned that a shipmate was floundering in the water some 250 yards offshore.

CPO Randles swam to the assist-

RESCUERS—D. F. Zimmerman, MM1, USN, is congratulated by skipper of USS *Newport News* (CA 148) for rescue work during shipboard fire. Right: David Herosy, BMSN, USN, receives commendation for saving six children from death.



ance of the stricken man and held him above water for about 20 minutes until additional help came to bring the man ashore.

This incident gives evidence of the fact, that even on liberty, Navy men are ready to help in any and all emergencies. The experience of David Herosy, BMSN, USN, of the New London, Conn., Submarine Base is another good example.

Herosy was on liberty in New London when a fire broke out in a tenement building. The big, strapping seaman was one of the first persons at the scene.

Learning that there were people trapped by the heat and roaring flames, Herosy urged the trapped persons to drop the children the two stories to the ground, where he would catch them.

Four youngsters were dropped and Herosy succeeded in catching all without injury—either to the children or himself. After doing this, Herosy placed a ladder against an adjoining building and climbed to the roof to carry down two other children who had jumped there to escape the fire.

As another sample of quick thinking and heroic action, take the case of Richard K. Sowle, CSSN, USN, who is shown in the dramatic fire rescue picture on page 00. A fire was rapidly spreading in a three-story building in Newport, R. I. when Sowle, in an adjoining building, saw a hysterical woman on the roof preparing to jump to escape the smoke and fire. Knowing that the victim would probably be killed or seriously injured if she jumped, Sowle made his hazardous way from one building to the roof of the other, assured himself that it was safer to stay on the roof, and restrained the frantic woman from jumping until firemen arrived and could move a ladder into position.

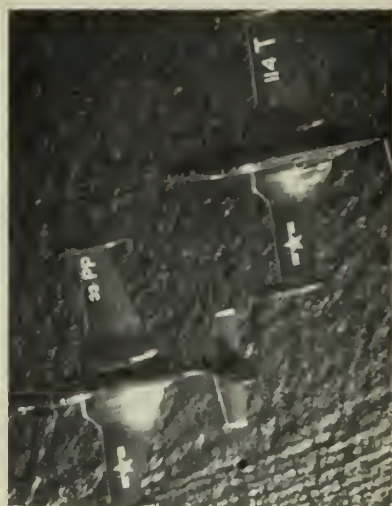
What would you have done if you had been faced with any of the above emergencies? You'd probably have done the same thing. Exercising initiative and gaining control of an emergency situation quickly is part and parcel of Navy training and a Navyman's thinking.

These stories, and hundreds of other untold tales of heroism, serve as proof that the U. S. Navyman is ready—and able—in any emergency, be it at sea or ashore, at work or on liberty.

—Rudy C. Garcia, JO1, USN



JET REPAIRS—LTJG W. N. Perry, W. F. Norman, ADC, and D. G. Miller, AD1, check broken blade of jet rotor. Right: *Banshees* fly a night mission.



On-the-Spot Repairs Tested for Jet Engines

An experiment was recently completed at NAS Jacksonville, Fla., that could mean a tremendous savings in money and increased availability of the Navy's jet aircraft.

The experiment was basically a test to see if delicate internal repairs to jet engines could be made on the spot instead of through shipping the engines to distant repair centers. Fleet Aircraft Service Squadron Six was selected as the outfit to repair the engine of the F2H *Banshee*. A dozen repair tools commonly used at a big jet engine overhaul and repair center were dispatched to NAS Jax.

In 17 days the first five rotor-assembly repair jobs had been completed and the engines were sent to a jet engine overhaul center for "penalty testing" — to check the quality of the work. Each of the five successfully passed the stiff requirements.

The time spent repairing each engine in the test averaged 178 man-hours. This time was whittled down to 120 man-hours after the repair crews became familiar with the new work. Also, the men were making jet engines available in 10 days instead of the six-to-nine-month period under the old system.

A total of 300 man-hours was usually spent on each engine under the old system. The old system involved the stripping, packing and shipping of the damaged engines to distant repair centers. After

being repaired, the shipping process was repeated as the engines were returned to their station.

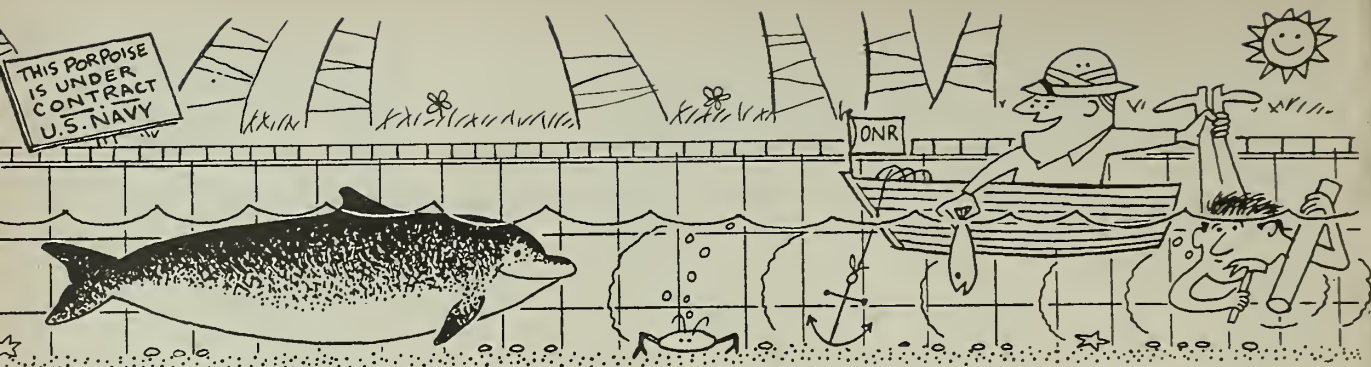
The reason why the engines had previously been sent to repair centers was that certain parts of the jet engine are so delicate that it was considered impossible to repair one at the point of breakdown. Lieutenant H. M. Marquardt, originator of the experiment, found that the front half of a jet engine, called the "cold section," was the key to the problem.

In the "cold section," air is jammed into the combustion chamber by a high speed rotor. This rotor is three-and-one-half feet long and is studded with 1088 fins that act like electric fan blades in forcing oxygen-rich air through the burners.

The tremendous speed at which the fins whirl make them susceptible to damage from any foreign matter entering the air scoops. Here was the source of the repair problems. Repairmen shied away from the rotor and its delicate fins. Moreover, special tools required for this work were not stocked.

When FASRON Six completed the experiment, figures revealed that the repair job on each jet engine cost only \$200 whereas it formerly cost \$625 per engine.

With the information obtained from the experiment, BuAer is now drawing up plans to adapt FASRON Six's methods for other FASRONS servicing *Banshees*.



Tale of the Porpoise That Won a Navy Contract

AS PORPOISES GO, this one was more or less average. It was shy, gentle, curious and intelligent. It was also female, and like most females a bit unpredictable. It weighed 330 pounds and was slightly more than eight feet in length.

But in another way, this *Tursiops truncatus* (that's Latin for the bottle-nosed dolphin, commonly called porpoise) was anything but average. This particular finny mammal was "under contract" to the Navy.

The "contract" specified that the playful porpoise or dashing dolphin should swim back and forth for a period of days in a "pen" some 60 yards long by 20 yards wide. It was observed by two people in a small boat who sent different signals to it through the water.

The idea, the porpoise soon learned, was to wait for the signal, then go for the prize, a fish.

Although from a fish's-eye view, this procedure might seem a little strange, to the pair in the boat—both of them scientists under contract to the Office of Naval Research—it was all in dead earnest.

The porpoise experiment, carried out at Marineland, Fla., not far down the coast from St. Petersburg, is but one of a whole series of tests being undertaken in order to add to ONR's "file" of information, a file which ranges from studies made of the ocean's depths to the

far reaches of the stratosphere and to the habits of a wide variety of living creatures.

Experiments conducted on animals, insects, birds and fish sometimes provide answers to highly practical problems of naval operations, in addition to providing information of benefit in general science, medicine and even commerce. For example:

- Information now being accumulated is expected to help produce an antidote for the voracious "Shipworm," the underwater glutton who, with his brothers, can nibble away an entire pier section in a summer.

- A study of the unique nervous system of the squid is expected to yield important information on the nervous system.

- Thanks to recordings made of all sorts of underwater sounds, ONR now has a pretty good "library" of noises that disturb sonar operators.

You never can tell, ONR says, when some seemingly unrelated fact unearthed in the course of pure research will provide the missing link in some chain of thought.

As a matter of fact, man has found that some of the most complicated results he has achieved through his mechanical and electronic genius have actually been in smooth, efficient, natural operation among the animals since the dawn of history. Radar, for ex-

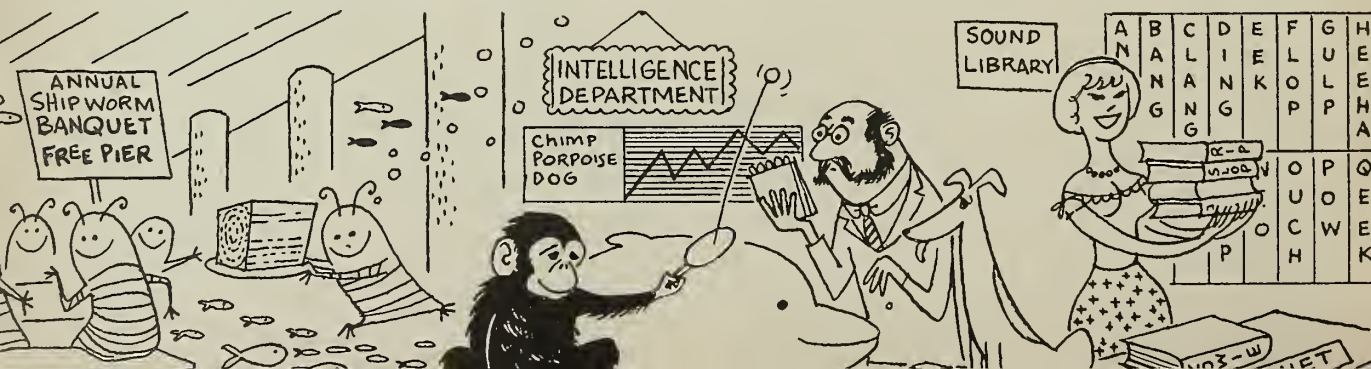
ample, was developed by man after a long trial-and-error process before man learned about the bat's wondrously efficient system so like the fundamentals of radar. Had man known about this, radar might have been perfected sooner.

Here are a couple of questions picked at random for which marine biologists are seeking future answers. Uncover the answer to any one of them and you might open up a whole new approach to some vexing practical problem.

- How are fish able to travel for long periods of time at extremely high speeds with a comparatively low output of energy? Find the answer and the Navy could probably reduce the drag of its underwater missiles and use smaller power plants to propel them.

- Do fish communicate with each other underwater? If so, how? Come up with an answer to this one and you might singlehandedly revolutionize undersea communications.

- How do fish travel thousands of miles without benefit of celestial or any other kind of navigational aids as we know them, and still arrive just where they want to go (like the salmon returning to his birthplace?) Discover the clue and you could make things a lot easier for the navigator of the new submarine *Nautilus* which is expected to be able to cruise for





long periods completely submerged.

All this the two ONR scientists had in the backs of their minds as they stood in the stern of their little boat feeding fish to their porpoise. The purpose of this particular experiment was a strictly limited one—to find out just how fast a porpoise of this type can learn to respond to a signal. But it could prove just the piece needed to complete someone's technological jigsaw puzzle.

The two had caught their "bottle-nose" porpoise in the open ocean and transferred it to the pen where they were now working with it.

The boat was rowed into the enclosure and the scientists began their efforts to contact the porpoise by different techniques. First they threw out fish which landed on the water with a resounding smack. Early attempts to gain the porpoise's confidence were unsuccessful.

By the third day, however, the scientists began making headway. Now the porpoise would approach to within about 20 feet of the boat, grab the prize as it hit the water.

On the fifth day they started a new method of contact or stimulus. They banged a pipe underwater to indicate feeding time. It wasn't long before they found the fish (actually it's a mammal) would now accept the fact that the banging meant chow.

By the seventh day, the fish was eating from the feeder's hand. It had developed a unique method of

swimming up, rolling over on one side as it neared the boat and moving its head to the boat's side at the last instant to get the fish.

For the final day, the experimenters took the porpoise one step further. They substituted a 15 kc. note, sounded underwater, for the clanging of the pipe. The fish again quickly shifted to the new stimulus.

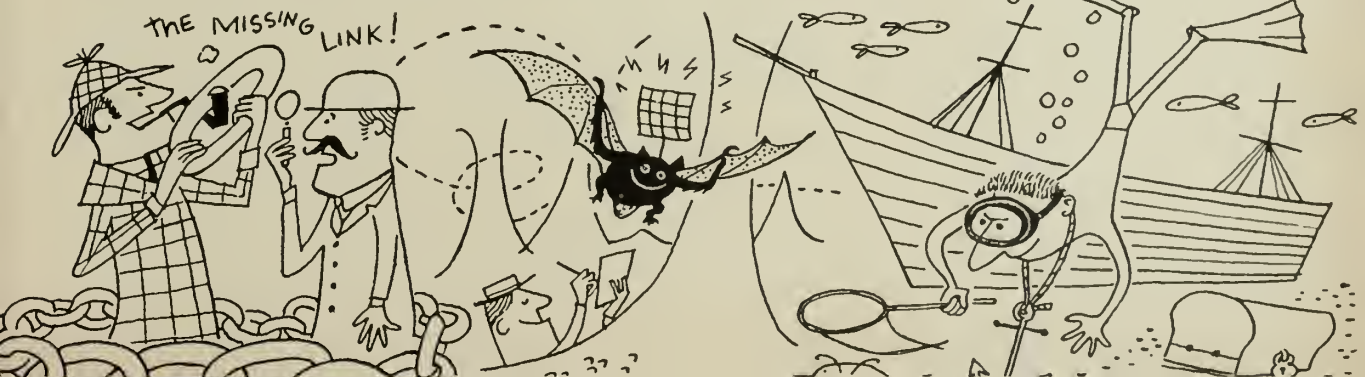
Gathering together what they had learned about their friend the two scientists filed a report in the ONR marine biology file.

This file steadily increases in volume and value. It may help you or the Navy to save your life some day.

Among other conclusions gained from the tests, the scientists determined that bottle-noses of this type learn rapidly and have an I.Q. somewhere between that of the most intelligent known mammal, the chimpanzee, and the dog.

Although reluctant to generalize, the experts say that if they were to measure other kinds of porpoises and small whales these would probably show a similar high I. Q.

This particular experiment may prove to have no direct relation to any new operational technique or novel piece of ordnance. On the other hand, perhaps it will. Either way, it's background knowledge of this sort that gives ONR experts the broad foundation on which to base future experiments which may produce the very weapons that will change the face of the Navy of the future.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **TAX ON ANNUITIES?** — If you sign up as a member of the new annuity plan for survivors, don't try to deduct the money you put toward this protection for your family from your income tax. It won't work.

This is the word from BuSanda, which knows about these things. Such an amount, the Bureau states, is simply being allotted by you to purchase an annuity and as such is just a *personal expense* like buying groceries or a new car.

In other words, your taxation situation changes not a bit when you elect to take a reduction in your retired pay and put the money toward the annuity.

However, the taxation situation for your survivors would be another thing. The Internal Revenue Service has ruled that such survivors need only declare *three per cent* of the total cost of the annuity as "gross income" on their tax form each year and the balance of the annuity each year is excluded from gross income until these exclusions add up to the entire cost of the annuity.

For example, if a retired member had deducted from his retired pay the sum of \$2000, the cost to the surviving beneficiary would be considered as \$2000. Now say the dependent is entitled to \$50 a month, or \$600 a year, under the three-per cent rule, she would declare three per cent of \$2000, the total cost of the annuity, which would amount to \$60, as taxable gross income for that year. The remainder of \$540 would be tax-free the first, second and third

years. The fourth year \$220 would be reported and \$380 excluded. The fifth and subsequent years the entire \$600 would be taxable.

To prepare your beneficiary for the time when she might have to consider this in making out her income tax statement, you might jot a note to this effect on your policy.

• **WO APPOINTMENTS**—Appointment letters authorizing temporary promotion or assignment to a higher pay grade have been received by warrant and commissioned warrant officers of the Regular Navy and the Naval Reserve.

The selection board, which met last June, selected 1472 officers in the following categories for advancement in the following pay grades: 447 Regular Navy commissioned warrant officers serving in the temporary grade of ensign or above, recommended for assignment to pay grade W-4; 55 Regular Navy and Naval Reserve commissioned warrant officers on active duty, to pay grade W-4; 127 Regular Navy and Naval Reserve warrant officers on active duty, to pay grade W-3.

Three Regular Navy commissioned warrant officers serving in the temporary grade of ensign or above, recommended for assignment to pay grade W-3; 657 Warrant Officers of the Regular Navy, recommended for temporary promotion to commissioned warrant officer, pay grade W-2; 18 Inactive Naval Reserve commissioned warrant officers, recom-

mended for assignment to pay grade W-4.

Eighty-two inactive Naval Reserve commissioned warrant officers, recommended for assignment to pay grade W-3; 83 Inactive Naval Reserve warrant officers, recommended for temporary promotion to pay grade W-2.

• **REVIEW BOARD RESULTS** — Transfer to inactive duty of 860 extended service Reserve officers has been announced following completion of the work of the Reserve Officer Review Board.

The board headed by Rear Admiral C. L. LaBarge, U. S. Naval Reserve, and composed of 31 senior reserve and regular officers, made recommendations to the Chief of Naval Personnel as to the priority for retention of all reserve officers serving beyond periods of obligated service. This process was done under criteria which sought to protect individual interests, the Navy's need for experience in certain specialized fields, and the grade needs of the Navy to man effectively its fighting Fleet.

Seven captains, 133 commanders, 628 lieutenant commanders and 92 lieutenants have been notified of their release.

In addition it has been announced that 3230 contracts will be offered to reserve officers this month. These contracts will be granted nearly half of the officers who applied under the provisions of the Armed Forces Reserve Act of 1952.

To be offered contracts are 45 captains, 295 commanders, 672 lieutenant commanders, 1367 lieutenants and 851 lieutenants junior grade and ensigns.

Recommendations have also been made relative to selection of appli-



PASS THIS COPY ALONG — Don't hold up the word, give nine other sailors a chance to read ALL HANDS.

cants to perform duties in connection with the Training and Administration of the Naval Reserve (TAR Program). From the some 3650 applications the Navy selected 1151 officers for the TAR Program. Selected were 27 captains, 135 commanders, 351 lieutenant commanders, 573 lieutenants, 36 lieutenants junior grade, 3 ensigns and 26 WOs.

• **IWO JIMA BOOK AVAILABLE** —A new book in the Marine Corps historical monograph series is now available.

Titled *Iwo Jima, Amphibious Epic*, the new book is primarily an operational narrative covering in considerable detail the activities of the V Amphibious Corps' Third, Fourth and Fifth Marine Divisions in their bitter struggle to wrest Iwo Jima from the Japanese.

In addition the new book gives proper emphasis to the naval and Army units that participated in the campaign.

One part of the book that will be of considerable interest to Navy readers is a description of the Japanese preparation for the battle they knew was inevitable.

Liberally illustrated with photographs, the new book also contains an index, maps and statistical appendices.

The monograph is available gratuitously to Purple Heart winners of the campaign. They may obtain it by writing to the Commandant of the Marine Corps, Code AO3D, Headquarters Marine Corps, Washington 25, D. C. Navymen and Marines may purchase the book for \$4.75 from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Send the money and the catalog number D212.2:1W with your order.

• **RESERVE RETIREMENT** — Naval Reserve personnel going back to inactive duty are encouraged to take their experience gained on active duty and put it to good use in the Naval Reserve program.

There are numerous billets, both pay and non-pay, (available in the same designator as the one you have held while on active duty) in the customary line units or in the more specialized units devoted to a single subject like civil engineering, electronics, or research, for example.

By taking an active part in a unit

like this, Reservists build up promotion points and points toward eventual retirement *with pay*.

The Navy realizes, however, that a certain number of officers and enlisted men returning to civilian life will have their time taken up in other ways and therefore will not be able to play an active role in the Reserve organization.

For persons in this category, another option is open—retirement from the Naval Reserve *without pay*.

If you have reached the age of 37, have completed at least *eight* years of total service (including six months active duty during any war or national emergency, i.e. the Korean war) you are eligible to put in for retirement without pay.

If you wish to do so, submit a written request, in official format, to the Chief of Naval Personnel (Attn: Pers B52).

Such requests are now being accepted and will put you in a retired status in which you can no longer take an active part in the Naval Reserve program (attend drills, go on summer cruises, etc), earn any retirement points, nor qualify for promotion—but you will retain certain limited privileges such as the authority to wear your uniform at military functions and permission to use your military title in connection with a business enterprise.

• **RECRUITING DUTY** — The Bureau of Naval Personnel is seeking requests for recruiting duty from eligible personnel in order to build up the present waiting list. Requests are particularly desired from yeomen and personnel men in pay grades E-6 and E-7.

Requests for assignment to this type duty are desired from personnel eligible for shore duty to meet the qualifications as outlined in Article C-5208, *BuPers Manual*.

Requests should be submitted to the Chief of Naval Personnel (Attn: Pers-B61), via the commanding officer and in accordance with BuPers Inst. 1306-20A and BuPers Inst. 1336-1A.

Prior to transfer, personnel ordered to recruiting duty will be required to execute an agreement to extend or reenlist if they do not have obligated service equivalent to their normal tour of shore duty.

Personnel should include on their requests three choices of duty, indicating the city and state preferred.

QUIZ AWEIGH

Take "five" and see if you can score at least five on the question below. If you can't, you'll find the answers on p. 53.



1. Above is the personal flag of the (a) Secretary of Defense (b) Chief of Naval Operations (c) Chairman of the Joint Chiefs of Staff.

2. If you answered the first question correctly, you'll know that the flag belongs to (a) Admiral Arthur W. Radford, USN, (b) Admiral Robert B. Corney, USN, (c) Secretary of Defense Charles E. Wilson.



3. The above rating badge is for (a) Personnel Mon (b) Yeoman (c) Journalist.

4. A relatively new rating, it was established in (a) 1945 (b) 1948 (c) 1952.



5. The aircraft pictured is the carrier-based (a) F2H Banshee (b) AJ-1 Savage (c) F3D Skynight.

6. Having a gross weight of 55,000 pounds, this aircraft is (a) the heaviest aircraft to land on a carrier (b) the heaviest aircraft in the naval air arm (c) the heaviest aircraft to take off from a carrier.



RECOGNIZE THIS SCENE? — Sailors crowd the 'draft reporting' area at the Naval Receiving Station, Norfolk, Va.

RecSta—World's Busiest Travel Chain

THERE COMES A TIME in the life of every sailor when he has the sometimes doubtful pleasure of going through a receiving station.

When was the last time you went through a "RecSta?" You may be pleasantly surprised at the many changes and improvements.

RecStas are definitely a Navy institution. They have been this for many years, having developed out of an older institution known as the "receiving ship." But in the old days of a much smaller Navy,

travel-worn frigates moored in the Brooklyn and Norfolk navy yards and anchored in San Francisco Bay could handle all the sailors that were likely to be in transit.

In the many-times-larger Navy of today, however, even the largest ship couldn't begin to handle the personnel on the move to and from their ships and stations. Consider, for instance, the turn-over at the Norfolk (Va.) Naval Receiving Station. The statistics are much the same on the Pacific Coast, at San

Diego, Seattle, and other receiving stations.

Yearly, this RecSta berths, feeds and processes more than 100,000 Navymen, helping them on their way to and from ships and shore units. That's enough manpower to man 150 submarines plus 100 destroyers plus 10 cruisers plus 10 *Midway*-class carriers and four battleships.

"Transients" is the big word at RecStas. The Navy is a world-wide business made up of members who are forever on the go. As a result, RecStas are located in strategic spots in the States and overseas to expedite the process of getting naval personnel to and from their jobs. Look at a map of the U.S. Wherever you pick a "Navytown," you're likely to pick a Rec-Sta.

Going clockwise around the U. S. from New England, you'll find them at Boston, Brooklyn, Philadelphia, Washington, Norfolk, Charleston, San Diego, Long Beach, San Francisco and Seattle. The big overseas RecSta is at Pearl Harbor, T. H.

Checking over this list, a much-traveled Navy reader might say we've left out some places. What about Newport, R. I.; Little Creek, Va.; Green Cove Springs, Fla.; Orange, Texas; Bremerton, Wash.; Guam; Rodman, C. Z.; Yokosuka, Japan; and a couple other locations?

Though transients are processed at these locations, they are not "Naval Receiving Stations," as such. Usually the transients at these places are handled by the local naval base or naval station. Here, they berth in the same barracks as the permanent base or station personnel—or in an adjoining or nearby barracks. At the Amphibious

FROM RECEIVING STATION TO SHIP—Weighted down with full seabags, a group of sailors board Navy transport vessel which will take them overseas.



Base at Little Creek, for example, they put up at a separate "transient detail barracks."

For a look at what you might expect at a RecSta, let's focus on the one at Norfolk. We'll stand at the local "Times Square" there—the corner of Bacon and Gilbert.

Coming toward us is a cruiser-bound BM3. His ship had put out to sea unexpectedly while he was on leave. It's due in port next week and the RecSta is his hotel until it returns.

Here is an ENFN who recently completed the Class A Engineman School at Great Lakes, Ill. Now assigned to the Naval Station at Rodman, C. Z., he is awaiting south-bound transportation.

Following him is a GM2 who, until recently, had served in a Boston-based radar picket destroyer. Reassigned to another DDR, he is waiting for it to come into Norfolk this weekend.

From the other direction comes a fine-looking group of Amphibious Force sailors. They recently helped decommission an attack transport at Charleston, S. C. Now they are guests of the RecSta, awaiting their assignment to another ship of the fleet. Close upon their heels comes a large group of excited sailors. These are "separates" from various ships and stations in the Norfolk area. Going through the separation process, they too live at the RecSta during the period of processing.

The above-mentioned men and groups are only a sampling. As you can see, the categories of those going through RecStas form a long and varied muster.

Usually the first place a transient reports to at a RecSta is the In-

coming Office, or its counterpart. He may have arrived there by any one of several ways. He may have traveled by his own auto or by commercial transportation, such as taxi, trolley or city bus. Or he may have come in by government transportation.

When—as in most cases—transportation is furnished a group of men by the government, a Navy bus meets them downtown at the bus station, railroad depot, ferry landing, or airport. In the case of a large draft of men coming in, advance notice of the draft is received by the Transportation Office of the Naval Station (if some incoming PO is on the ball), stating the time and place of arrival and number of men in the draft. "Transportation" then dispatches a bus to meet the draft and bring it to the Incoming Office.

At this office the orders and records of the men are opened and endorsed, showing time of arrival.

Now the wheels grind. If a man's ship is in port, he is sent on to the ship without further ado. Usually, however, it's out of port and he remains as the RecSta's guest for a while.

In this event, he is issued a liberty card, a chow pass, and a check-in card. On this card are listed various check-in points. At Norfolk, the first check-in point is the Public Information Office. Here, he can have his photograph taken, and a press release about him is sent to his hometown paper.

The second stop is the Medical Dispensary, where he checks in his health record. Then he goes on to the barracks. At the barracks, the ever-popular master-at-arms as-

signs him a bunk and locker, and places his name on the muster list. Should the new transient be without bedding he may draw it at the barracks.

A RecSta is not a hotel. While it exists for the convenience of Navy men, it is there for the convenience of the Navy too. Reveille at the barracks is at 0615 on work days; muster, at 0730. Daily working assignments are made at muster.

There's a reason for working parties at RecStas—and it's an important one.

It's *not* to keep idle hands out of mischief, as many suppose. Like many other stations and bases, the Naval Station at Norfolk (as distinguished from the RecSta there) is geared to operate with the help of RecSta working parties.

Under the charge of transient petty officers, the working parties report to the commissary store, the Fleet Post Office, the Fleet Park, the station theater, the gymnasium, and to various barracks for cleaning details. Other parties report to the First Lieutenant's office and to the Provost Marshal for base shore patrol duties. These form only a part of the list. There are 37 activities, in all, to which working parties report.

Other men are put on a watch list for night duty. They stand office watches, fire watches, telephone watches, and security watches. Experienced POs are assigned shore patrol duties in town.

While the above may not be too popular with the traveling Navyman, here are some compensating features—a recreation program, a training program, and a streamlined transfer program.

TRANSIENT SAILORS are given 'steer' by master-at-arms. Right: Navy men check in at Incoming OOD's office.





WAITING STATION (left) has been supplemented by new 'waiting room,' equipped with easy chairs, TV, books.

One BuPers instruction states that RecStas will maintain and operate for transients a program to provide refresher training. At Norfolk this program shapes up into three parts: training held at Norfolk-located fleet training schools, group training, and on-the-job training at RecSta. Men undergoing this training are those who are not required for necessary working parties.

Among the courses held at nearby fleet training schools are fire fighting, damage control, ammo handling, CIC basic, radio operating, chemical and biological warfare, battery alignment, cold-weather indoctrination, and maneuvering-board operation. Generally these courses run from two to five days in length. Group training takes the form of classroom lectures and training films. Set up for a two-week schedule, these range from films on UCMJ and character guidance to first aid and safe driving. In all, 35 different films are shown.

As its name indicates, on-the-job training utilizes the professional knowledge of POs and strikers. Clerical ratings, for example, are assigned to the various offices of the RecSta and Naval Base. Engineering ratings go to shops where tools and equipment needed in their specialties are used; medical and dental ratings go to the medical and dental departments, and storekeepers go to the supply department.

Since the main job of RecStas is to send men on their way to and

from their ships and stations as rapidly as possible, let's see how they go about this matter.

One of two things happens when a man's ship is out. In either case, he'll remain there a while. In the first instance, he will merely await his ship's return to port. In the second, he'll be assigned to a draft made up by the Detail Office. This draft will later report to another ship which is going to the area where the man's own ship now is, or will be, located.

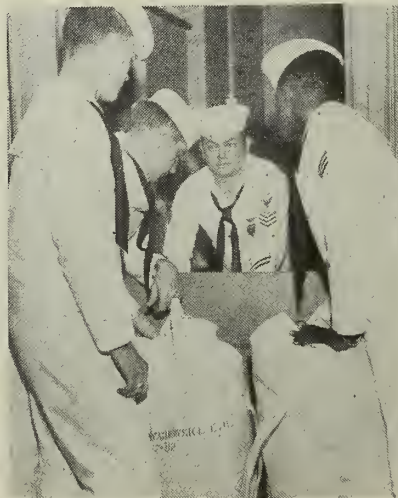
As an example of the second, a transient reports to the RecSta on his way to duty on the U.S.S. *Pocono* (AGC-16) which is in

Guantanamo Bay, Cuba. The U.S.S. *Adirondack* (AGC-15) is leaving for Cuba in a few days. A draft is made up of all men assigned to ships located at Gitmo. The draft then reports to *Adirondack* for further transfer to their individual ships upon reaching Cuba. In this way men are not kept waiting around the RecSta, but are able to join their ship to help keep the allowance up to strength.

The average stay of most transients (taking in all categories) is from 48 to 72 hours. The shortest stays are experienced by men who immediately go on to their ships. Longer stays are enjoyed by men awaiting assignment. These men usually remain aboard about two weeks.

For men coming in for separation, the sailor-to-civilian changeover requires about a week.

Checking out of a RecSta is usually the reverse of the checking-in process. When a transient's ship comes into port, or if he is to be sent out on a draft for further transfer, a notice is sent to his barracks. This notice tells him when he is to report to the outgoing office, preparatory to leaving the RecSta. It is sent to the barracks either on the day before he is sent to depart or on the morning of his departure. Hearing about his scheduled transfer at muster, he first checks out of the barracks. Next, he picks up his health record from the dispensary and reports to the Outgoing



BUNKS AND LOCKERS in transients' barracks are assigned to new arrivals by MAA George Potter, BM1.

Office at the designated time for transportation to his destination.

Sailors of the Atlantic Fleet expecting transfer in the near future will be pleased to learn that the Norfolk Receiving Station has undertaken a program of rigorous improvement in personnel handling. Fully aware of the past gripes of Navy men over the slow methods, the irksome lines and the exasperating delays often experienced during processing, the C.O. here, like commanding officers at other RecStas, has embarked on a new course at the direction of the Chief of Naval Personnel.

"I am wholeheartedly interested," says forward-looking Captain John Harlee, usn, "in making the stay of transients as short, as profitable, and as enjoyable as possible."

This program affects permanent station personnel as well as transients. Actually the two groups are sides of the same coin, and any effort to improve morale for one group necessarily includes the other.

All permanent station personnel who deal with transients are made aware of the value of a prompt and courteous attitude. Working conditions have been improved. For example, recorded musical selections are piped to various buildings and offices during certain periods of the day. Other features aimed at morale include an active rate-training program, special city tours, station dances, and a healthy-functioning intramural sports program.

Even the station's bake shop takes a hand in the morale program. On his birthday, each ship's company member finds that a birthday cake has been baked for him. The cake presentation is made by the C.O.

—who then invites the recipient into his office for a man-to-man chat. Says Captain Harlee: "Once a year, on their birthday, I let my crewmen bypass the chain of command and pay me a visit without further arrangements. I welcome them into my office and try to learn how they and the Navy are getting along."

Improvements, morale-wise, for transients include a revised check-in card, a revised muster system, modernized waiting rooms, and a liberal leave policy.

The familiar, much maligned, check-in card with its many check-in points has received an overhaul. Check-in points now include only those necessary for proper accounting. Points at which a transient would ordinarily have little or no occasion to visit during his stay have been eliminated.

If a man reports aboard at night he learns that a messenger makes the round hourly during the night, picking up all barracks cards. In this manner, the weary transient is able to hit the sack as soon as possible instead of walking his barracks card back to the Incoming Office.

The new split-muster system cuts the muster time in half. In this type muster, which is excellent for handling a large number of men, one mustering PO checks off those whose last names begin with A to K while a second PO checks off those whose names begin with L to Z.

The old, familiar "outside waiting shed," which for years exposed transient sailors to the elements, is now a thing of the past. It has been replaced by an attractive "waiting lounge" equipped with easy chairs, vending machines, reading material, a radio, and a large-screen television set.

Liberty hours are the same for transients and station personnel alike. An exception is transient CPO's, who enjoy an early (1300) liberty daily. As a rule, liberty for transients remains in effect until six hours before transfer time.

Men checking in are given concisely packaged information needed during their stay at the RecSta. This comes in the form of a pocket-sized guide to the Norfolk Naval Station. An illustrated 14-page, booklet, it was compiled to answer typical questions of newcomers. It covers everything from his status on board to a description of recreational facilities on the station, in Norfolk, and in nearby towns.

Separation is another function of the larger receiving stations.

Prior to discharge, separatees undergo four days of processing, including aid in civil readjustment. Duties, aside from actual processing, are minimized during the separation period so that the separatees may have as much free time as possible to clear up personal matters. Separatees do not draw shore patrol duties or any other duties which might delay their actual separation.

Yes, RecStas are big business. And, similar to other good businesses, they must constantly change methods to meet the demands of a progressive Navy. The familiar and legitimate gripes so common during World War II and the Korean fighting days are turning more and more into the normal gripes of happy sailors.

The day is at hand when reporting to a RecSta can be one of the pleasanter events of a Navyman's service life.

—W.J. Miller, QMC, usn, ComPhibLant

SHIPPING OUT — Their RecSta processing completed, sailors wait for transportation to next assignment.



Brief News items about other branches of the armed services.

★ ★ ★

NEWEST OFFENSIVE WEAPON of the Air Force is a winged torpedo which got its first public showings recently.

Known as the B-61 *Matador*, it is actually a pilotless bomber which can travel at supersonic speeds to an enemy target hundreds of miles away and hit the target with pinpoint precision.

Two Pilotless Bomber Squadrons (Light) have been activated to operate the huge projectile and both will be stationed in Europe in the near future.

Details of the *Matador* are still classified. However the Air Force has announced that it has a wingspread of 28.6 feet, over-all length of 39.5 feet and is powered by turbojet engine.

The B-61s are launched from a mobile launcher through means of a rocket booster for the initial stage of the flight.

In its first public showing the *Matador* was launched from a point near Cape Canaveral, Fla., and guided safely to its target area. In the event of trouble the missiles can be exploded in mid-air to avoid going out of the target area.

★ ★ ★

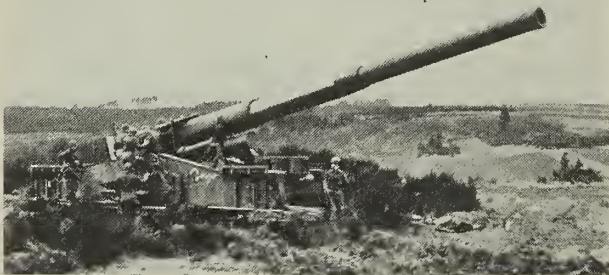
TACTICAL AIR COMMAND is sending two new fighter-bomber wings to Europe this fall for duty with NATO defense forces.

Both the 21st and 388th Wings will be deployed to France from their U. S. bases, with the entire wing going overseas, bag and baggage.

At present the 21st Wing is completing its operational training at George Air Force Base, California, and will be based at Chambley, France. The 388th Wing is training at Clovis Air Force Base, New Mexico, and will make its headquarters at Etain, France, after redeployment.

Both Wings fly the F-86F *Sabrejet* fighter-bombers as their operational aircraft and will lend their strength to TAC's Ninth Air Force at their new bases.

The overseas movement, part of TAC's continued support of world-wide employment of tactical air power, marks the 19th and 20th wings deployed by the command since the start of the Korean conflict.



THE 280 MM CANNON is readied for firing by men of the 868th Field Artillery Battalion at Baumholder, Germany.

THE AIR FORCE's all-weather interceptor, the F-89 *Scorpion*, has been assigned the task of maintaining a 24-hour guard on the northern approaches to the U. S.

The plane is particularly suited to operating in sub-zero Arctic climate because of its highly-effective anti-icing system and elaborate electronic equipment.

With a demonstrated range of approximately 2000 miles the *Scorpion* can intercept, overtake and fight approaching bombers over a flexible defense line hundreds of miles in depth.

Planes of this type assigned in Alaska carry six 20mm cannon but the latest model *Scorpion*, the F-89D, carries 104 2.75-inch folding fin air-to-air rockets in wing tip pods. *Scorpions* will soon be sent to various posts in the far north.

★ ★ ★

THE 2ND ARMORED DIVISION doesn't have to wait to have bridges built for them anymore—they carry their own with them on the back of an M-4 tank.

Actually the bridge and tank are combined into a self-propelled assault bridge (SPAB) that can span gaps of approximately 60 feet. The center portion of the bridge is welded to the top of the tank chassis. At each end of the tank two hydraulic-operated treadways are hinged to it.

In tests the SPAB has positioned itself in the deepest part of a river and lowered its treadways into the water until the ends rested on the river bed. An M-47 tank then sloshed through the shallow water, mounted the treadways and crossed the deepest, unfordable part of the stream on the bridge.

In still another demonstration the SPAB was used to provide a roadway up a steep railroad grade and worked out to everyone's satisfaction.

The SPAB isn't the first attempt to solve armor's small-obstacles crossing problems but the Commanding General of the 2nd Armored Division said that it is "the most practical solution developed thus far."

★ ★ ★

THE ARMY TRANSPORTATION AND ORDNANCE CORPS is testing a new vehicle designed to supply the foot soldier anywhere, anytime.

Called the *Rolligon*, the vehicle moves on bags rather than on wheels and was designed to attain the maximum flotation for transporting cargo over terrain where conventional wheeled or tracked vehicles cannot operate successfully.

A low-pressure pneumatic bag, driven by a series of powered rollers on top of the bag, is the basic principle of locomotion.

The lightweight construction of the bag prevents power from being applied to a center axle as with conventional wheels. A special power transfer device, using a series of rubber covered rollers resting on top of the bags and positioned in an arc conforming to the bags, was constructed.

Concrete blocks, timber, broken glass and iron fragments failed to produce any visible damage to the bags in tests. Marshy terrain consisting of soft mud, shallow water and reedy areas failed to stop the vehicle. Soft snow also failed to hamper the movement of the *Rolligon*.



PRE-FLIGHT Language School at Lackland AFB, Texas, offers specialized English course for Allied officers and cadets. Students check their papers after hearing tape recording. Right: Officers learn about jet engines from USAF instructor.

CANNED BREAD, equal in quality and flavor to the grocery-shelf product, is being added to the group combat ration furnished to soldiers in the field.

The "five-in-one" ration, which will now include bread, consists of canned and otherwise packaged non-perishable food items, and is issued to small groups of military personnel when combat operations or remoteness of the troop location prevents the mass preparation of meals in Army kitchens. It is designed to supply meals for five men for one day.

Developed by the Quartermaster Food and Container Institute for the Armed Forces, the new canned bread is the result of nine years of research, tests and field trials. At present each "five-in-one" ration will include two cans, each containing nine ounces of bread. These new rations will not be available for troop issue before next winter.

★ ★ ★

THE "SUPERDUCK," newly developed successor to the famous World War II DUKW, has been unveiled by the Army.

The vehicle, which with personnel and payload weighs around 13 tons, is capable of transporting its load over land through heavy surf and over soft beach sand.

Speeds in excess of 50 miles per hour can be attained by the 18,170-pound amphibian in cross-country travel. When afloat, the vehicle is capable of traveling at seven miles per hour. It has a cruising range in excess of 500 miles and 60 per cent grade ability.

Among the unique features incorporated in the Superduck are plastic cab construction, desert tires, an automatic inflation system that maintains an even tire pressure under all conditions, and an automatic transmission.

★ ★ ★

PHYSICAL REACTIONS OF TROOPS and protective qualities of equipment under extreme mid-summer desert conditions are currently being studied by the Army

Quartermaster Corps at the Yuma, Ariz. Test Station.

With summer temperatures reaching 115 degrees Fahrenheit and ground temperatures soaring to 160 degrees, the tests in the Yuma desert area are expected to develop hot-weather data to be applied in the Army program which seeks to provide maximum protection to the U. S. soldier under all kinds of climate and terrain conditions.

The desert tests will cover load-carrying and foot problems; the absorption of solar radiation by fabrics of various colors and texture; a critical comparison of experimental and standard desert uniforms; methods for improving the reliability of field evaluation of material; and an extension of studies of the geographical features of the Yuma test station area.

★ ★ ★

THE NEWEST, HEAVIEST and most powerful U. S. tank has been unveiled by the Army—the T-43.

The T-43 boasts numerous improvements, many of which are still secret. The huge tank mounts a long-barrelled 120mm gun, reported to be the greatest firepower ever placed on a U. S. tank.

In addition to the high velocity 120mm gun, the T-43 has two 30 caliber machine guns and a 50 caliber machine gun mounted atop its turret. All can be loaded, aimed and fired from inside the tank without exposing any member of the crew.

In its first public performance, the tank climbed a three-foot concrete wall as easily as an automobile mounts a curb, shot across an eight-foot wide trench, went through a 12-foot ditch with a 45 degree angle and through a 100-foot long, four-foot deep water hole.

A big feature of the tank is its one-piece cast hull. The hull has an elliptical shape and low silhouette, presenting no flat surfaces to enemy shells. Similarly, the sloping sides of the streamlined turret are intended to deflect direct hits.

LETTERS TO THE EDITOR

Entitlement to Social Security

SIR: Can you tell me a little about the social security benefits that service men are entitled to? To cite an example, let's assume I retire with 30 years' service. At age 65 will I be eligible for Social Security if I have not held any other jobs? Also, in the event of my death after retirement, would my widow be eligible for Social Security at age 65, provided she had had no employment?—E. R. F., LCDR, USN.

• Although personnel on active duty between 16 Sep 1940 and 30 Jun 1955 are, under existing laws, being granted credit for Social Security purposes predicated upon their active military service, this credit cannot be claimed in event the same period of military service is claimed for military retirement purposes.

This ruling is based upon federal laws which prohibit individuals from claiming concurrently two monetary federal benefits for the same period of federal service. Thus personnel in the situation you describe would not be eligible for Social Security benefits unless after retirement they had been employed in work which permitted Social Security participation.

By the same token, widows of retired personnel, where payments are payable under the Navy retirement system, would not be eligible for Social Security

Shore-to-Shore Transfer?

SIR: Before getting to my question I'd like to give the following facts:

On 21 Sep 1951, a man was transferred to a ship for sea duty. On 8 Dec 1952 he was transferred to a shore-based activity which was considered sea duty for rotation purposes. On 1 Jan 1954 he was transferred to a fleet-administered shore duty billet for duty. He had not requested any of the transfers.

My question is this. In accordance with current directives, is this man eligible, in so far as sea duty is concerned, to request duty as an instructor, provided he meets all other requirements?—J. V. C., PN2, USN.

• No, he is not. BuPers Inst. 1306.20A, para. 11(k), states that enlisted men on shore duty will not normally be transferred from one shore administrative command to another, except for humanitarian reasons.—ED.

This section is open to unofficial communications from within the naval service on a matter of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

credits except those earned through previous jobs. They cannot count any credits earned in military service.

For a detailed explanation of Social Security and retirement, see the following articles previously printed in ALL HANDS: "How You or Your Survivors May Be Eligible for Social Security Benefits" (September 1951, pp. 46-49); "Navymen Earn Social Security Benefits While in Service" (November 1952, pp. 48-50); and "Rights and Benefits of Retired Navymen" (February 1953, pp. 30-36).—ED.

Stoppage of Sea Pay

SIR: I have a question regarding loss of sea pay while serving on shore patrol. My orders were made up every two weeks and I was paid subsistence during the three months I served on Shore Patrol.

Now the disbursing officer has informed me that the sea pay I collected during that time will be taken away, yet at all times I was attached to the ship and never had orders for more than 14 days at one time. Is he correct in taking my sea pay away?—M. J. S., MML2, USNR.

• Check Volume IV, "Navy Comptroller Manual," (Article 044060), and you will find it covers your case. It states that "no enlisted member will be considered to be on sea duty for special pay purposes . . . for any portion of a period of absence from a vessel while on temporary additional duty ashore . . . when the period of absence is in excess of 15 days."

The Manual goes on to state that "a member who completes a period of temporary additional duty, returns to his permanent duty station, and within 15 days departs on new orders for a continuation of the same temporary additional duty is not entitled to sea duty pay for any part of the latter period of temporary additional duty."

Since you were on TAD for a period of three months, the stoppage of your sea pay is correct.—ED.

More Info on Promotion Quotas

SIR: The Navy as a whole has been worrying about the decline of the reenlistment rate, yet there have been many cases of career men with several years to do being told that they could not be advanced in rating because of quota restrictions. At the same time, men who were due to get discharged within one or two months and who did not intend to reenlist, have been given promotions.

Isn't it possible to do something about this situation and give the promotions to the men who definitely intend to stay in rather than the short-timers who are just killing time? I feel that this is one of the reasons for the low percentage of reenlistments in the Navy today and should be corrected.—W. A. M., YN3, USN.

• The drop-off of reenlistments is under constant study at the Bureau of Naval Personnel. While it is definitely realized that a certain number of personnel who receive advancements are subsequently discharged, an effort to balance that factor has been made. Quota authorizations are expanded a certain per cent to offset loss. The number of additional advancements authorized are determined by the estimated losses for a six-month period. In the event these estimates are off, compensation is made in succeeding examinations.

The new method of advancing men in increments is expected to alleviate the situation you mentioned, a great deal. Under this system more advancements may be made, based on projected estimates of losses during the particular six-month period between examinations.—ED.

Yoicks, it's OIC!

SIR: We have a disagreement in our office concerning the correct method of writing the abbreviation for "Officer-in-Charge."

While attending Class "A" Yeoman school, it was stressed that the correct way was "OIC," but everyone here in the office maintains that either "OinC" or "OINC" is correct. Could you give us the right answer?—J. C. K., YNSN, USN.

• JANAP 169, which gives a full run-down on official abbreviations, bears you out. "OIC" is the correct way. The others are styles the Navy has used in the past but has now discarded.—ED.

YNs Go to NRS—Not Sub-stations

SIR: I have just looked up the regulations covering yomen being assigned to recruiting duty and find that they are not allowed to be sent to sub-stations but must be assigned to main Navy Recruiting Stations.

At the same time I saw an article in ALL HANDS asking for men in BM, CM, BT, MM, TM, etc., ratings to submit requests for duty at sub-stations. If there is a shortage of these ratings applying, isn't it possible that yeoman and other clerical ratings could be assigned to sub-stations?—F. L. L., YN3, USN.

• It has long been the custom to assign only CPOs and PO1s of the Deck Group, Engineering and Hull Group, and to a limited extent, the Aviation Group to sub-stations.

In other cases, ratings of the above groups are assigned to main stations. There is no clerical work to be performed at a sub-station.

As a rule, the Deck and Engineering Groups are uniquely qualified to present the Navy to the general public because of their past special experiences.

Another determining factor is the comparably small number of Deck and Engineering Group billets assigned ashore. Consequently the ratings in these groups would stand even less chance of obtaining shore duty if the recruiting billets in sub-stations were opened to the Administrative and Clerical Groups.—Ed.

'Official Notification of Transfer'

SIR: I am presently completing a tour of shore duty. My questions are in regard to reimbursement for dependents' travel prior to receipt of official transfer orders.

Is it regarded as "official notification" of pending transfer when you are reported to BuPers on the Shore Duty Survey Report? Also will I be eligible for reimbursement upon receipt of actual transfer orders for dependents' travel?—R. C. S., HMCA, USN.

• Being reported on the Shore Duty Survey Report cannot be regarded as "official notification" of pending transfer. Travel of dependents at government expense is NOT authorized prior to the issue of actual transfer orders. An exception may be made in those cases where the member was advised in advance that orders would be issued and such advance information indicated the location of the new duty station. When this occurs, the reimbursement voucher must be supported by a certificate of the commanding officer issuing the orders to the effect that the member was so advised. In any event, no reimbursement may be made until the dependents have completed travel and the member has reported to his new duty station.—Ed.



'BOX-NOSE' SUB—These K-boats are highly maneuverable and are built to hunt and kill other submarines. The nose contains electronic listening devices.

Computing Retired Pay of CPO

SIR: I am now a chief petty officer with 28 years' service and I held a commission as chief warrant officer from 1944 to 1946. It is my understanding that when I transfer to the Fleet Reserve and complete 30 years, my retirement rank and pay will be raised to that of a chief warrant officer.

Can you tell me what my retirement pay will be or how it is computed? Would it be based on the pay of a chief warrant officer at the time I reverted to chief petty officer or would it be based on the chief warrant officer pay at the time of my retirement?—A. M. C., DCC, USN.

• Upon retirement after 30 years' service, your retired pay will be computed at the annual rate of two-and-one-half per cent of the basic pay of a commissioned warrant officer (W-2) multiplied by the number of years of active service. Your retired pay will be computed on the pay scale which may be in effect at the time you retire.—Ed.

Examinations for CPO

SIR: Can you tell me if the Bureau is considering giving any leeway on computing eligibility dates for advancement in rating from first class to chief petty officer?

To be more specific, a man is advanced to first class on 16 Nov 1952. The CPO exams held in February 1955 require that a man must be eligible by 16 Jun 1955 in order to compete. This leaves the man five months short, so he must wait until February 1956 before he is eligible to compete.

Assume then that he takes the examination in February 1956 and is advanced on 16 Jun 1956. This man has

actually had to wait seven months beyond the time that he became eligible, whereas a man who made first class in May of 1952—only six months before the above-mentioned man—is eligible to take the February 1955 exam and could be advanced to CPO one year earlier.

Although I can see the Bureau's policy on quota limitations and appropriations, it still seems somewhat unfair to the first man mentioned.

This year's advancements to chief cover authorizations through 16 Jan 1956. It seems feasible to allow a man who made first class in the latter part of the year to compete in the third succeeding examination for CPO, with the stipulation that his eligibility be figured through 16 November and that his advancement not be authorized until that date or afterward.—R.E.S., PNI, USN.

• Your suggestion to lengthen the dates appears to be based on the premise that personnel should be given an opportunity to advance to CPO just as soon as they have completed three years' service, and that they should be examined as far in advance as necessary to assure this objective.

Such a procedure might be desirable if the majority of ratings had enough vacancies to permit all who pass the exams to be advanced. This will not be the case for future advancements to pay grade to E-7.

Furthermore, it would seem unfair to have men with far less than three years' service thrown into competition with those who have completed the service requirements.

No such "stretching-out" of eligibility dates is contemplated.—Ed.

Now These Are the Laws of the Navy

SIR: The fellows in the aircraft carrier USS Midway (CVA 41) wish you would publish the poem "The Laws of the Navy" in its entire form.
—K. T. C., Jr., TN, USN.

• Here is the poem, well-known and liked by old-time Navymen everywhere as penned by Admiral R. A. Hopwood, R. N. (Ret.)

"The Laws of The Navy"

Now these are laws of the Navy,
Unwritten and varied they be;
And he that is wise will observe them,
Going down in his ship to the sea;
As naught may outrun the destroyer,
Even so with the law and its grip,
For the strength of the ship is the Service,
And the strength of the Service,
the ship.
Take heed what ye say of your seniors,
Be your words spoken softly or plain,
Lest a bird of the air tell the matter,
And so ye shall hear it again.
If ye labour from morn until even
And meet with reproof for your toil,
It is well—that the guns be humbled,
The compressor must check the recoil.
On the strength of one link in the cable,
Dependeth the might of the chain.
Who knows when thou mayest be tested?
So live that thou bearest the strain!
When the ship that is tired returneth,
With the signs of the sea showing plain,
Men place her in dock for a season,
And her speed she reneweth again.
So shall thou, lest perchance thou grow weary
In the uttermost parts of the sea,
Pray for leave, for the good of the Service,
As much and as oft as may be.
Count not upon certain promotion,
But rather to gain it aspire;
Though the sight-line end on the target,
There cometh, perchance, a miss-fire.
If ye win through an Arctic ice floe,
Unmentioned at home in the Press
Heed it not, no man seeth the piston,

But it driveth the ship none the less.
Can'st follow the track of the dolphin
Or tell where the sea swallows roam;
Where leviathan taketh his pastime;
What ocean he calleth his home?
Even so with the words of thy seniors,
And the orders those words shall convey.
Every law is as naught beside this one—
"Thou shalt not criticise, but obey!"
Saith the wise, "How may I know their purpose?"
Then acts without wherefore or why.
Stays the fool but one moment to question,
And the chance of his life passeth by.
Do they growl? It is well: be thou silent,
So that work goeth forward amain;
Lo, the gun throws her shot to a hair's breadth
And shouteth, yet none shall complain.
Do they growl and the work be retarded?
It is ill, speak, whatever their rank;
The half-loaded gun also shouteth,
But can she pierce armor with blank?
Doth the funnels make war with the paintwork?
Do the decks to the cannon complain?
Nay, they know that some soap or a scraper
Unites them as brothers again.
So ye, being Heads of Departments,
Do your growl with a smile on your lip,
Lest ye strive and in anger be parted,
And lessen the might of your ship.
Dost think, in a moment of anger,
'Tis well with thy seniors to fight?
They prosper, who burn in the morning,
The letters they wrote over-night;
For some there be, shelved and forgotten,
With nothing to thank for their fate,
Save that (on a half-sheet of foolscap),
Which a fool "Had the honor to state—."

Dost deem that thy vessel needs gilding,
And the dockyard forbear to supply;
Place thy hand in thy pocket and gild her,
There be those who have risen thereby.
If the fairway be crowded with shipping,
Beating homeward the harbour to win,
It is meet that, lest any should suffer,
The steamers pass cautiously in;
So thou, when thou nearest promotion,
And the peak that is gilded is nigh,
Give heed to thy words and thine actions,
Lest others be wearied thereby.
It is ill for the winners to worry,
Take thy fate as it comes with a smile,
And when thou art safe in the harbour
They will envy, but may not revile.
Uncharted the rocks that surround thee,
Take heed that the channels thou learn,
Lest thy name serve to buoy for another
That shoal, the Courts-Martial Return.
Though Armour, the belt that protects her,
The ship bears the scar on her side;
It is well if the court acquit thee;
It were best hadst thou never been tried.
Now these are laws of the Navy,
Unwritten and varied they be;
And he that is wise will observe them,
Going down in his ship to the sea.
As the wave rises clear to the hawse pipe,
Washes aft, and is lost in the wake,
So shall ye drop astern, all unheeded,
Such time as the law ye forsake.
Now these are the Laws of the Navy
And many and mighty are they.
But the hull and the deck and the keel
And the truck of the law is—
OBEY.

Admiral Hopwood's "Laws of the Navy" was first published in a British periodical on 23 Jul 1898. Well known throughout the Navy, it has appeared in USNA's annual publication "Ref Points" for a number of years.—ED.



Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **Air Group 20** — All hands who served in AG 20 or its component squadrons during 1943-45 are urged to attend the reunion to be held in New York, 23 October, at Hotel Astor. For further details write to Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

• **33rd Seabees**. — The eighth annual reunion will be held at the Park Sheraton Hotel, New York, N. Y. on 17, 18, 19 September. For further information, contact Elwood E. O'Brien, 115-A West 168th St., Bronx 52, New York, N. Y.

• **uss Sloat (DE 245)**. — A reunion of former Sloat personnel will be held 9 October. Contact T. P. Quinlan, 35-16 34th Street, Long Island 1, N. Y. for further details.

• **uss Owen (DD 536)**. — A reunion of the engineer force of Owen will be held at Medford Hotel, 4-6 September, Milwaukee, Wis. For further information, write Arnold E.

Krause, 522 S. 66 St., Milwaukee, Wis.

• **uss Kidd (DD 661)**. — The sixth annual reunion will be held 13, 14, 15 August at Hotel Hollenden, Cleveland, Ohio. George Loope, 2581 Nesbitt Ave., Akron, Ohio, is in charge of arrangements.

• **Naval Academy Class of 1945**. — The tenth year anniversary will be held at the Naval Academy during Alumni Homecoming Week, 24-26 September. Communicate with Box 6086, Shirlington Station, Arlington 6, Va.

• **uss Mount Vernon**. — The 35th annual reunion and dinner of **uss Mount Vernon** Association is scheduled to be held in the Monaco Room, Hotel Lenox, Exeter Street, Boston, Mass., on 4 September. All former shipmates interested in attending contact Lawrence A. Sands, 18 Symmes St., West Medford 55, Mass., or Earle M. Marston, 28 Vane St., No. Quincy 71, Mass.

• **uss LST 721**. — All hands who served in this ship between 1943 and 1946 and are interested in holding a reunion, with time and place to be decided, contact James E. Camp, 2603 Houston Ave., Richmond, Va.

• **uss LST 375**. — All hands who served in LST 375 between 1942 and 1945 and are interested in holding a reunion, with time and place to be decided, contact James E. Camp, 2603 Houston Ave., Richmond, Va.

• **uss Nevada (BB 36)**. — A group of former shipmates is planning a reunion with time and place to be determined. Anyone who served in Nevada from time of commissioning to her final crew is invited to contact Jack Haley, c/o Seal Beach Post Office, Seal Beach, Calif.

• **Squadron VJ-16**. — All hands who served in Squadron VJ-16, while attached to Atlantic Fleet Service Force, during World War II, and who would like to hold a reunion at a time and place to be decided, contact Al J. Bronte, AD2, Special Services, U. S. Naval Air Station, Minneapolis, Minn.

• **uss Andromeda (AKA 15)**. — Officer and enlisted personnel who served in this ship during World War II and who are interested in a reunion with time and place to be announced later, please write John G. Fitzgerald, 182 Grandview Terrace, Hartford 6, Conn. State preference for date and place of reunion.

HHE Allowance for Third Class POs

Sir: I am an AN and will have seven years' active duty this August. Will the Navy ship my household effects? I have checked with the supply office and received both an affirmative and negative answer.

What if I should make third class before I get transferred? Would that alter the situation?—B. K. C., AN, USN.

• **Under "Joint Travel Regulations"** no weight allowance, in so far as shipment of household effects is concerned, is prescribed for personnel in pay grades E-3 and below, regardless of time in service. A third class with seven years' active duty would rate 4500 pounds. A third class with less than seven years rates 3000 pounds.—Ed.

Social Security Question

Sir: We have two opinions on the Social Security benefits that dependents of Navymen are entitled to if the man dies while in the service. Wonder if you could clear us up on which is the correct version.

"A" states the dependents of a man, who had never had Social Security on the outside, entered the Navy prior to World War II and who dies while in the service, rate compensation from Social Security.

"B" disagrees and states that since no payments had been made to a personal Social Security account, the de-

pendents rate nothing. Which is correct?—B. L. V., MMC, USN.

• **"A" is 100 per cent correct. A law passed in 1940 gave all World War II veterans gratuitous Social Security credits based upon an arbitrary monthly wage of \$160. However, if the man has been awarded military retirement pay, then the Social Security benefits do not apply, unless he had entered a job as a civilian and paid into Social Security. (See also page 16).—Ed.**

Ship and Squadron Insignia

Sir: I have seen ship and squadron insignia appearing from time to time in ALL HANDS. I do not believe I have ever seen one from Fighter Squadron Forty-Four. Here's a copy of one, in case you have room in your fine magazine. —R.A.H., ENS., USN.

• **Soft-soaping us will get you nowhere, mister. If we have space, we'll run a reproduction of your FightRou Forty-Four's decal. (Our last roundup on ship and squadron insignia appeared in ALL HANDS May 1954, pp. 31-33).—Ed.**



We had space.

Stars on Commission Pennants

Sir: Several of my shipmates and I have been wondering if there is any special significance to the seven stars on the commission pennant used by the Navy. Can you give us the low-down?—C. D. V., BM3, USN.

• **Commission pennants date from the earliest days of our Navy and until 1933 came in many sizes varying from four feet to 70 feet. The larger sizes had 13 stars while the smaller ones had only seven. In 1933, two sizes were adopted as standards, both containing seven stars. However, the number of the stars has no special significance—the figure seven was selected merely to provide the most desirable display.—Ed.**

When National Guard Time Counts

Sir: Does active duty with the National Guard count as Federal Service when computing total service for transfer to the Fleet Reserve?—L. B. W., YNC, USN.

• **Active service in the National Guard of a state is considered active federal service for the purpose of transfer to the Fleet Reserve if the active service was performed during a period when such state National Guard was activated and mustered into Federal service as an integral part of the U. S. Army.—Ed.**

More on Shoulder Patches

SIR: I was reading the new ALL HANDS Magazine last night and under your Letters to the Editor heading I notice where you say shoulder patches are not authorized ("No Shoulder Patches," March 1954, p. 29).



'AFSouth' Shoulder Patch

Since my ship visits Naples, Italy, I have noticed quite a few of the men in the NATO command wearing patches on their shoulders. Are you sure they are not authorized? If not, why are these men allowed to be out of uniform?—J. W. YNSN, USN.

• Our reply in the March issue was intended to answer a question concerning whether a shoulder patch had been authorized for men serving in canted deck carriers. The answer was "No."

We could well have added that, although no shoulder patch of any kind (like the old Amphibious Force patch of World War II) is currently authorized for U. S. Navy personnel serving in U. S. Navy billets, various patches are authorized for certain North Atlantic Treaty Organization (NATO) commands.

For example, the colorful red and yellow shoulder patch you see being worn by U. S. officers and enlisted men at the headquarters of the Commander-in-chief, Allied Forces, Southern Europe ("CinCSouth") at Naples (see cut) shows the Lion of St. Mark, the symbol of the Mediterranean, holding both the Bible, showing his desire for peace, as well as a sword, showing that he is willing to fight for it.

U. S. Navymen on duty with NATO commands authorizing these patches wear them to show that they are members of the NATO organization, as distinguished from duty with other U. S. naval activities overseas.—Ed.

Retired Pay or VA Compensation?

SIR: I was placed on the permanent physical disability retired list 1 Jan 1952 and am now receiving \$139.12 monthly. I have been informed by my Veterans Service Officer that it would be to my advantage to switch to a pension from the Veterans Administration. However, if, in the event they should cut my pension at a later date, could I revert to my Navy retirement pay?—E. B.

• Any member of the naval service retired for physical disability is entitled to elect to receive compensation from the Veterans Administration by waiving Navy retired pay. If, at a later date, the amount of VA compensation is reduced or terminated, the member is entitled to re-elect to receive his authorized retired pay from the Navy provided he waives VA compensation.—Ed.

'Back Porch Duty'

SIR: Wasn't there an Alnav or some BuPers letter to the effect that men who have 18 years' service may request duty in the area or Naval District where they plan to make their permanent home?—W. F. W., QMC, USN.

• Prior to the Korean conflict it was the Bureau's policy to permit men to spend the last three months of their naval career on duty in their home naval districts. However, in view of the provisions of Alnavs 73-50 and 62-51, pertaining to Fleet Reserve and discharges, the "back porch duty" policy has been suspended indefinitely.—Ed.

Obtaining Medals

SIR: According to information in a recent ALL HANDS my service aboard USS George Clymer (APA 27) entitles me to both the Korean Service Medal and the United Nations Service Medal.

Neither of these medals has been presented to me, nor has notation been made in my service record that I am eligible to wear them. Is there somewhere I can write to apply for the medals and to get authorization for an entry in my service record?—S. T. S., BM2, USN.

• Yes. If you are on active duty you may submit a request via your CO to the Chief of Naval Personnel (Attention: E-3) Navy Department, Washington 25, D. C., regarding your entitlement. The Korean Service Medal is not yet available.—Ed.

Removing Striker Identifications

SIR: BuPers Inst. 1430.4B, para. 8a, says that commanding officers shall remove striker identifications of those strikers who have twice failed the service-wide competitive examination for advancement to pay grade E-4.

In accordance with this directive, would a commanding officer be required to remove the striker identification of a man who has passed the written examination twice but failed the performance test?—L. A. P., YNSN, USN.

• Inasmuch as the performance tests are a basic portion of the examinations for advancement in rating, failure in a performance test constitutes an examination failure. Accordingly, the commanding officer should take action as described in para. 8a of BuPers Inst. 1430.4B when an identified striker fails the pay grade E-4 examination twice in succession.—Ed.

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They Swim to Work

BILLETTS for Underwater Demolition Teams are among the most interesting—and dangerous—to be found in the Navy today.

Known as "frogmen," UDT members perform a variety of tasks in connection with naval operations—usually related to amphibious warfare. They locate and destroy mines, bridges, installations which would hamper amphib landings. They also act as reconnaissance crews and "trouble shooters." Recently, for example, UDT men were called upon to blast open a channel to free an LST, grounded on a coral reef.

Upper left: Flippers in hand, 'frogmen' head for practice swim. *Upper right:* UDT men 'take the plunge' feet first. *Right center:* Hunting for mines, UDT members paddle rubber boat in Wonsan Harbor, Korea. *Lower right:* 'Frogman' gets an assist from teammate in donning rubber suit. *Lower left:* men are 'briefed' on mine field before making reconnaissance patrol.





MARINE RECONNAISSANCE specialists slip over the side of USS Greenfish (SS 351) and into their rubber boats.

'Recon' Marines Paddle Their Own Canoe

GREASE PAINT and mottled clothing replaced the traditional graduation cap and gown for members of the First Provisional Marine Amphibious Reconnaissance Group when they completed their six months' training at the Marine Corps Air Station, Kaneohe, T. H.

The "stage" for this graduation "ceremony" was the island of Maui. A submarine and her crew served as escorts in the somewhat unusual "academic procession."

In early morning, long before dawn, the Recon group arrived off Maui and slid over the side of USS Greenfish (SS 351) into their rubber boats. Several hundred yards dead ahead lay the island.

Maui was in the hands of an "aggressor" force that had made an amphibious attack upon the island of Oahu and had been turned back. They had settled on Maui, setting up their headquarters and installing a radar station from which they hoped to direct their aircraft to targets on the remaining American-held islands.

Recon's job was to spike the radar.

Also, they were assigned to scout the island for a coming all-out attack by their own Naval forces, aircraft and other landing parties that were scheduled for later in the day.

Aboard the submarine the Navy-



INCOGNITO — PFC W. Hauswald, face smeared with camouflage paint, comes through subhatch.

men watched the Marines paddle off into the darkness. When the diving horn sounded, the sailors scrambled down the ladders as the sub slid under the water to wait for a later pick-up signal from the beach.

In the rubber boats the Marines kept quiet, the only sound coming from the slapping of the waves on the boats and the pounding of the surf on the beach.

Once on shore there was a short pause while the men received their last minute instructions and a check to make sure that everyone knew his job. Then they split up to tackle their objective.

Somewhere deep in the undergrowth, the "aggressors," men from the headquarters of the 1st Provisional Marine Air-Ground Task Force, had their headquarters. They had had plenty of time to prepare defenses, having been on the island for two weeks.

That night they must have felt as though they were being stalked. They were. The invaders carefully searched the island checking enemy positions and strength.



PLOTTERS—Final plans for recon raid are made aboard submarine. Right: Men of 'snooper team' don mottled garb.

Silent as cats and moving like shadows in the darkness the Recon outfit moved in a prearranged plan without a lost movement. One group which had been assigned the job of taking prisoners returned to the beach, their mission completed, and waited for the others who came filing down to the beach in small groups, as their jobs accomplished.

A signal was given and the naval force laying off shore began their "bombardment" while other elements of Marines began their all-out in-

vasion. A sizeable group reached shore, with amphibious tractors and landing craft pushing up on the sand and disgorging equipment.

The invasion was well under way and the Reconnaissance Group had earned their diplomas, for, with the information they supplied, the rest of the invasion went off smoothly as planned.

Training such as these Marines completed pays off in time of war. During the Korean conflict, for example, daring "commando" raids

were carried out far behind enemy lines.

Successful hit-and-run strikes—whether for reconnaissance or to blast enemy installations — require more than just a "mission" and the daring to carry it out.

Training and the skill that comes with training are needed. Practice pays off, too.

In these respects, the men of the First Provisional Marine Amphibious Reconnaissance Group are well-qualified. —Bob Ohl, JO1, USN.

VITAL food supplies are loaded aboard rubber boat. Right: 1st Lt. Philip Maranto, USMC, prepares to cast off.



The Last Big Amphib Operation in Korea

Here is the story, told in detail for the first time, of the Navy's participation in "Operation Big Switch." Facing the UN command at the signing of the Korean Truce was the return of about 100,000 prisoners of war to North Korea. The prisoners had to be moved within 60 days from various points in South Korea and the two off-lying islands, Koje-Do and Cheju-Do, to the exchange point at Panmunjom. Seventy thousand riotous prisoners were located in the famous Koje-Do Complex which comprised prison camps at Koje-Do, Yoncho-Do, Pangam-Do and Chogu-Ri.

How this switch of POWs by Navy ships was made in record time,

and with but one small incident, is told in these pictures and in the story below, which has just been authorized for release.

A LITTLE OVER A YEAR ago the cease-fire agreement in Korea was fast becoming a reality, but on the island of Koje the U. S. Navy was busy making preparations for one of the biggest amphibious operations ever to take place in that country.

The harbor at Koje-Do looked like a forward operational area with six AKAs and 23 LSTs plus a whole host of supporting ships standing by. Their mission—to load and transport the North Korean and Red Chinese

prisoners of war to Inchon where they would be put aboard trains headed for Panmunjom.

Prior to the POW exchange the only naval activity in the Koje-Do area had been occasional visits made by ships bringing POWs, troops or supplies to the island. With the many ships that were to take part, either indirectly or directly, the harbor was crowded as the Navymen were busy fitting the ships to enable them to handle the prisoners.

In the holds of the AKAs and in the tank decks of the LSTs, carpenters were building living compartments for the prisoners while elsewhere special provisions and supplies were being loaded aboard to feed the passengers.

Each compartment was built to accommodate 60 prisoners during the 260-mile trip from Koje-Do to Inchon. Guard boxes were installed above the compartments so that a close check on the POWs could be kept throughout the trip.

Preparations on the beach were also going full scale, with the Army Port Command building earth ramps for the LSTs to beach on during the loading.

LCUs were being prepared, in the same manner as the other ships, for their job of shuttling prisoners from the beach to the AKAs. Beach liaison was set up ashore to link with Army activities.

Focal point of all the Navy activity was the flagship of Commander Transport Division Eleven. During the operation four ships, *uss Bexar* (APA 237), *uss Henrico* (APA 45), *uss Logan* (APA 196) and *uss Noble* (APA 218) rotated the flagship duty. This was necessary to enable the four ships to carry out other commitments.

Varied services were performed by these APAs. A new engine had to be installed in LCU 877. Boat service, mail service, medical treatment and supply, receiving ship, repair service, resupply and disbursing service for the smaller craft fell to the flagship, in addition to carrying out the normal requirements of the "flag."

Several other ships were present with their specialized service, including the water distilling ship *uss Pasig* (AW 3), the tug *uss Chowa-*

COMMUNIST POWs leave temporary compartments built on Navy LCU before going aboard USS Mathews (AKA 96) during 'Operation Big Switch.'



noc (ATF 100) and store ship *uss Alstede* (AF 48).

When the word was finally received that the cease-fire had been signed and the signal to start moving prisoners was flashed, the Navy was ready. LCUs and LSTs moved to the beach to start loading prisoners. Two barges were placed on each side of the AKAs so that the LCUs could off-load their passengers on them. The prisoners then crossed the barges and marched single-file up the gangway to the larger ship and into the compartments that had been prepared.

Every ship carried a well trained group of Army guards. Previous experience with the riotous prisoners on Koje-Do indicated that less than maximum security was unthinkable. A guard of 216 men was assigned to each AKA; 75 to each LST and 30 to an LCU each time prisoners were aboard.

Once the prisoners were aboard the routine that was to last for 12 long days and nights went into effect. The ships departed Koje-Do so they would arrive at Inchon in early morning, loading directly to the trains for the remaining overland movement to the exchange point. To get both the AKAs and LSTs there at the same time a staggered schedule had to be arranged.

The LSTs left Koje-Do around 0700 while the faster AKAs sailed at approximately 1600 the same day. Once they arrived at Inchon the prisoners were off-loaded and the ship given a thorough cleaning and disinfecting before the return trip.

The first lift of prisoners in "Big Switch" was on 28 July when 1800 prisoners were taken from Koje-Do and 600 from Cheju City. When the



VARIED EXPRESSIONS mark the faces of the enemy as they are returned to Communist control. Here, POWs board an LCU at Koje-do, famed prison camp.

lift got into full swing, 2400 POWs were being lifted daily from the island to Inchon. In addition, a daily hospital lift was made from Koje to Pusan for the sick and wounded and the women and children.

By the time the transfer was completed the U. S. ships had carried enough POWs to equal the strength of more than three full divisions of Marines, surely one of the biggest amphibious operations of all times.

Throughout the whole operation there was only one small incident to upset the regular routine. That occurred when one North Korean decided he didn't want to return to his homeland. This prisoner jumped off the bow ramp of an LST while

emptying a portable "head." Investigation revealed he had changed his mind, preferring escape or death to return to North Korea. He was rescued in a few minutes, and after the investigation he was reclassified as "non-communist" and returned to Koje-Do.

Ships taking part in the operation were *uss Winston* (AKA 94), *uss Washburn* (AKA 108), *uss Union* (AKA 106), *uss Seminole* (AKA 104), *uss Mathews* (AKA 96), *uss Merrick* (AKA 97) and the LSTs 516, 527, 529, 602, 715, 742, 758, 772, 802, 803, 836, 840, 854, 855, 883, 1073, 1084, 1090, 1096, 1101, 1138, 1122 and 1141.

—MAJ E. V. Wickline, USMCR.

TRANSFER from LCU to AKA is made off Koje-do. Right: Under watchful eyes of guards, POWs leave LST at Inchon.





'Triphibious

THE WORD THEY USE around the Fleet to describe the Navy's Amphibious Force today is "triphibious." You won't find it in the dictionary but it's as good a word as any to describe just what the "Amphibs" are up to.

It points up the fact that the modern amphibious force must operate not just in two but in three different elements—on the sea, on the land and in the air.

This fact itself, of course, is nothing new—our amphibious forces in World War II were also "three dimensional." But if you take one of the classic operations of World War II and place it over against one of today's large-scale practice operations, you'll see where the difference lies.

It's in the third element, the air. True, you still have the sturdy propeller planes (and now the jets) that whistle down over the landing beach to drop their bombs and strafe ground targets. You still have the Combat Air Patrol whose plane's orbit the transport area, ready at a moment's notice to take off after any airborne intruders. And you still have the lumbering anti-submarine planes which fly their tedious but essential missions to seaward of the attacking force.

But today another type of aircraft has put in its appearance, in fact has become an integral part of the amphibious operation—the helicopter.

Using the helicopter, a Marine landing force can leap-frog over



Operations Hit Beach with Added Punch

the beachhead and mount a surprise attack inland. Troops and equipment can be transferred from one ship to another during the ship-to-shore movement. Spotters and observers can be carried to the target area where they can see the effect of the force's shellfire and bombing. Casualties can be rapidly evacuated from the battle area.

Not that helicopters can do it all—they can't. The amphibious people are well aware of the whirlybird's limitations—its fragile nature, its small payload, its lack of speed and its repair difficulties. Nevertheless, it has been welcomed as another weapon in the amphibious bag of tricks, one more technique to add to the well-proven ones of landing craft assault, underwater demolition, combat cargo loading, beach group organization, mine-sweeping, shore bombardment and close air support.

This bag of tricks has been accumulated in the short space of 12 years. The Amphibious Force was born in 1942 out of the necessity to put ashore great masses of men and machines on foreign, enemy-held territory hundreds, or even thousands, of miles away.

As any of the veteran "Gator" sailors can tell you at the drop of a landing ramp, the Amphibious Force was originally set up in a small hotel at Ocean View, Va., just outside Norfolk. Today, on the Atlantic side the Atlantic Amphibious Force (PhibLant) occupies several hundred acres of waterfront

real estate and a multi-million dollar base at Little Creek, Va. In the west, the Pacific Amphibious Force occupies a similar large area with ocean front view at Coronado, Calif.

Developing its somewhat weird, but always practical, array of ships and landing craft as the need for each type arose, the Amphibious Force grew during World War II from an original assortment of converted cargo ships, oilers and former passenger liners to a two-ocean force that successively met challenges like Guadalcanal, North Africa, Tarawa, Sicily, Anzio, Eniwetok, Kwajalein, Guam, Normandy, Saipan, Leyte, Iwo Jima, Okinawa and most recently, Inchon.

To find out how today's Amphib planners take their various tricks and mold them into a coordinated sea-land-air operation, take a look at one of the realistic training maneuvers the Navy holds off both coasts. The particular one described here goes by the jawbreaking title of "Atlantic Fleet Amphibious Force Task Group Landing Exercise," fortunately shortened to "LanTag-Lex-54."

It was held at Onslow Beach, N. C., and threw some 100 ships and 60,000 Navymen and Marines into an attack against an "Aggressor" force that was firmly dug into positions on the mainland. The attacking force, approaching by sea had preponderant naval superiority and was able to gain—but had to fight to hold—control of the air.

By daylight, Onslow is a narrow strip of glistening golden sand backed up by a row of humpbacked dunes. The area could easily pass for a desirable beach resort (sailors and leathernecks *do* use it for a recreation area on weekends) until the Amphibs start working it over.

But now it is night time, the day before "D-day." The captain of the high-speed transport U. S. S. *Hollis* (APD-86) glances down at his wrist watch. It is 2300 on the nose and he has brought his ship to the right spot at the right time—several hundred yards off "White Beach."

As the ship glides to a stop, small rubber boats are lowered into the water. Into the boats drop the shadowy figures of two dozen underwater demolition men, the Navy's famed "frogmen" of whom much has been written. Tonight the job of the UDT boys is to reconnoiter White Beach and bring back last-minute intelligence information on what they find. Similar bands of underwater daredevils are doing the same thing farther up the coast at Blue Beach and the alternate Green Beach.

Once in the boats, the frogmen grab paddles and work their way close in. About 100 yards off, they slip into the water and go to work. Some swim underwater back and forth in the shallows leading to the beach, looking for any sub-surface obstacles and marking down what they find on waterproof slates. Such obstacles, they realize, could rip out the bottom of a landing craft



ON THE TEAM—Assault boat coxswain guides his craft to beach. Right: UDT 'frogmen' plan their part of operation.

and possibly hold up the entire operation.

Others move into the surf line where they note the condition of the breakers, the undertow and other surf conditions. Still others crawl out on the beach itself, to take a quick look around for mines, barbed wire entanglements or other beach defenses.

Two hours later, the UDT men are back aboard the APD and the ship moves silently away. Should the underwater obstacles and beach defenses present serious complications (they didn't in this case), the demolition men would come back later to clear the area with well-placed explosives.

The UDT men had gained the beaches undetected and had slipped away again the same way. Even so, the enemy forces ashore—well-equipped "Aggressor" forces with their own ships, planes and troops—know that something is up in the North Carolina coastal area and that it's probably an amphibious attack.

U. S. aircraft have been attacking Aggressor supply dumps, ammunition dumps, fuel depots and other targets up and down the coast all week. Aggressor headquarters has just received an intelligence report of a large naval armada approaching from seaward. And there has already been one false alarm of an amphibious attack on the Virginia coast only day before yesterday (a mock landing force that had actually moved part way onto the beach and then turned back).

Yes, something was up, Aggressor knew. But he didn't know where, he didn't know exactly what, and he didn't know when.

He was soon to find out.

It's still dark as the armada (the one Aggressor intelligence had spotted) moved into the objective area. Mine sweepers lead the way, sweeping lanes for the bulky transports, cargo ships and others to follow. The sweeps will continue to make their passes throughout the debarkation phase of the invasion.

It's now two hours before dawn of D-day as the fire support ships, the battleships U.S.S. *Iowa* (BB 61) and U.S.S. *New Jersey* (BB 62) and the destroyers U.S.S. *Pritchett* (DD 561) and U.S.S. *Owen* (DD 536) commence firing from their positions on the flanks of the landing beaches where they can take best advantage of the flat trajectory of their fire. The "softening-up" of the beachhead has begun. For the next two hours, the enemy will be dealt a series of one-two punches of gunfire and bombing that is calculated to spell success for this invasion as it has spelled success for every amphibious invasion the U. S. has ever attempted.

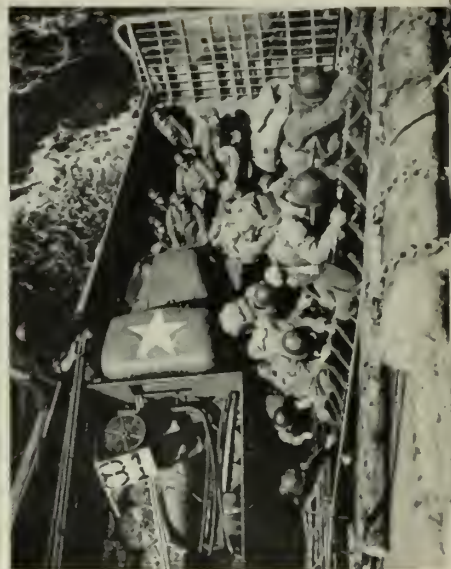
The gunfire explodes in orange flashes against the still-gray morning sky. As the ships begin to "walk" their fire inland, five LSMR rocket ships plow in close to the beach to fire blazing fusillades of projectiles from their decks into the enemy's beach positions. This is "saturation fire," designed to drive underground

and unnerve any opposition that might remain in the beach area.

In the air things are popping too. As the ships move slowly through the cleared lanes to their assigned positions for the assault, a Combat Air Patrol of friendly fighters swoops in to form a protective umbrella over the attack force. Directed by radio by the fighter directors who sit among a welter of radar equipment and glowing status boards deep in Combat Information Center in the flagship, the fighters go after any intruders who try to break into the area. By now the anti-submarine patrol of heavier aircraft has also been formed and is combing the area to seaward.

Swarms of helicopters join the air picture. Taking off from the flight decks of the escort carriers U.S.S. *Siboney* (CVE 112) and U.S.S. *Kula Gulf* (CVE 108)—flat-tops which have taken up positions on the left flank of the force—the copters carry within their sides the airborne Marine assault troops whose mission it is to land and seize control of an Aggressor airfield inland from the landing beaches. The Marine troops are to attack, drive the enemy from the field, and then hold the field until they are joined by the main assault force moving inland from the beach area.

Like so many dragonflies, the HRS helicopters rise from the carrier decks, hover for an instant, then dart off to form up for the flight inland. Flying a route that



'H' TABLE on flagship is center of ship-to-plane communications. Right: Marines go over the side into waiting LCM.

will take them clear of the beach area and its gunfire and bombing, they head for the objective.

Above them fly two jet fighters who will move in ahead of the copters to lay a smoke screen along the top of a ridge near the airfield, thus hiding the copters from enemy view for the few minutes it takes them to land and discharge their troops. As soon as the airfield falls, R4Q Packet transport planes will bring in reinforcements to help the copter-borne force establish and hold its inland perimeter.

Back on the beach it is dawn—and "H-hour." As the sun lifts its head above the horizon, it illumines a scene of seemingly endless confusion. Gray shapes and white wakes dot the seascape. Out on the flanks, the battleships and destroyers continue their pre-invasion bombardment fire and get ready to start delivering "call fire" when the troops hit the beach.

In the large central area fronting the beaches lie the attack transports, the cargo ships and the amphibious command ship U.S.S. *Mount Olympus* (AGC 8) whose job it is to manipulate all the strings of this vast marionette show.

Closer in, on a line parallel to the beach, lie the control vessels who will guide in the waves of landing craft, four dock landing ships and a pair of LSTs. The control vessels, all fast attack transports, are U.S.S. *Hollis* (APD 86), U.S.S. *Lloyd* (APD 63), U.S.S. *Laning* (APD 55) and U.S.S. *Earle*

B. Hall (APD 107). The dock landing ships are U.S.S. *Lindenwald* (LSD 6), U.S.S. *San Marcos* (LSD 25), U.S.S. *Ashland* (LSD 1) and U.S.S. *Donner* (LSD 20).

It is along this inner line that the action is going forward now. The stern gate of an LSD drops and out come swarms of amphibious tractors, churning up the water. They form up and move in toward the beach. Amphibious tractors come in two styles, the LVTA or "armored alligator" and the LVT or "troop-carrying alligator." The armored jobs carry a 75mm gun forward in addition to machine guns and pack the punch needed to spearhead an invasion. This vehicle can swim ashore, lumber up the beach and drive inland at the head of the assault troops, carrying the momentum of the ship-to-shore movement into the terrain beyond.

Like so many mechanical beetles, the LVTAs hit the beach and trundle out of the water. Now come waves of LVTs. As they reach the beach, Marine riflemen leap out and race across the sand, dropping their life jackets as they go. The riflemen quickly form up in the dune area and take offensive positions for the push inland.

Out in the transport area, all the complex tactical machinery that will put hundreds of small craft, thousands of men and tons of equipment ashore in the matter of a few hours is clanking into action. The planning efforts of weeks and months begin to unfold.

Deck gangs on the troop transports are busy lowering landing craft into the water. At LanTag-Lex, the transports are U.S.S. *Monrovia* (APA 31), U.S.S. *Rockbridge* (APA 228), U.S.S. *Sanborn* (APA 193), U.S.S. *Bottineau* (APA 235), U.S.S. *Glynn* (APA 239), U.S.S. *Latimer* (APA 152) and U.S.S. *Mellette* (APA 156). Into each boat goes one small part of the whole force—its men and equipment.

On the cluttered decks of the cargo ships there is likewise plenty of activity. The cargo ships taking part in this operation are U.S.S. *Achernar* (AKA 53), U.S.S. *Alshain* (AKA 55), U.S.S. *Vermilion* (AKA 107), U.S.S. *Oglethorpe* (AKA 100), U.S.S. *Rankin* (AKA 103) and U.S.S. *Thuban* (AKA 19). Each landing craft here gets its allotted load, the load determined by the "serial number" assigned.

As each craft is loaded, it pulls away from the ship to join a "boat group" circle nearby. At a signal, sent by radio from the control vessel near the beach, the boat "peels off" from the circle, joins its proper wave and moves toward the surf line. By this time the first wave of boats has reached the "line of departure" (where the control vessels lie) and is all set for the final sprint through the surf.

Suddenly it happens! An aircraft penetrates the Combat Air Patrol and reaches its target. If you were witness to an actual war scene you would now see a great, brilliant flash or light somewhere off the



AERIAL VIEW of amphibious operation in World War II shows landing craft 'hitting' beach in orderly waves as ships offshore bombard the enemy.

beach. Immediately a white, doughnut-shaped ring forms above the water, seeming to hang suspended for an instant, then dissolving from the heat of the ball of fire that flares up on the spot.

The ball of fire glows, then dies, being replaced by the familiar mushroom-shaped cloud which surges, writhing, struggling upward. Invisible waves of radiation reach out in all direction. Unseen but felt, the shock wave hurtles outward to pound the ships like so many giant hammers, widening the range of destruction.

This mushroom cloud, of course, is the tip-off to a real atom bomb.

When the "enemy" plane broke through the Combat Air Patrol and dropped its "bomb" off Blue Beach during LanTagLex, the atomic air burst was simulated by a jet plane describing a circle of smoke in the sky above the landing area.

Umpires aboard ships of the force immediately pick up a prepared damage pattern which will show them the area of destruction and damage that would have been caused by an actual bomb.

The control vessel *Hall* is at once declared out of action, "sunk" with all hands probably lost. Five full waves of LVTAs heading for Blue Beach are presumed sunk although

three previous waves have gained the beach and are safe. Another control vessel, two LSTs, two dock landing ships and several subsequent waves of landing craft are judged to have suffered heavily from the instantaneous radiation which undoubtedly would have meant death within a short time for many topside. These ships and craft, most of which would have also suffered from the shock wave and from fires topside, are declared out of action either permanently or for considerable periods of time (depending on repair estimates).

But the "blast," powerful and destructive as it was in this case, has failed to catch the invasion force completely off guard. Knowing the Aggressor had the capability to deliver an atomic weapon, the U. S. force had taken measures to guard against it, or failing that, to minimize its effect. As a result, ships are widely dispersed to cut down the extent of destruction in the transport area.

Already the initial confusion caused by the "bomb drop" is being overcome and the strings of command are being brought together once more. Landing craft waves are ordered to regroup and await further instructions. Radioactivity monitoring parties embarked in LCVs are summoned into the now-calm blast area. Casualties are rescued from the water and from sinking ships and transferred quickly to a nearby LST which is equipped to handle all injuries resulting from the invasion, including atomic casualties. Salvage and rescue work is begun where practicable. Aircraft overhead are warned to avoid the explosion area and the drifting—and highly radioactive—"fall-out" cloud.

Faced with the unpleasant facts of the explosion, the task force commander must make a decision: What to do about the landings over Blue Beach?

He has several alternatives. He can stop the flow of men and material over Blue Beach entirely and shift everything down the coast to White Beach. Or he can stop the flow to Blue Beach and set up the alternate Green Beach. Or he can attempt to continue operations at Blue Beach.

As the facts come in, he finds (1) there has been little damaging effect to the Blue Beach area itself (2) the water off Blue Beach holds little residual radiation (3) boat control



MODERN F9F Panther jet fighters — used to support ground forces — are catapulted from flight deck of USS Midway (CVA 41) during amphib exercise.

could be assumed effectively by other control vessels, and (4) there need be no slow-down of the flow of supplies from the transport area.

With these favorable facts in hand, he makes up his mind and issues the order: "CONTINUE NORMAL LANDING OPERATIONS AT BLUE BEACH."

Meanwhile, down the coast several miles at White Beach, landings are proceeding according to schedule. Since the White Beach organization is completely independent of Blue Beach, the atomic detonation has caused no confusion here. The nine-ton LCVs, 25-ton LCM "Mike" boats and the larger, 180-ton LCU continue to form up in the transport area, churn up to the line of departure, get their orders from the control vessels and speed on into the beach.

Two pontoon causeways have been brought in by LST and now jut out through the pounding surf. Out of the bow door of each LST come the tanks, troops and heavy equipment—the bulldozers needed to push through roads, the surf cranes to lift broached landing craft out of the surf and put them back in deep water again, the tractors to mule-haul heavy stuff around the beach area.

The beach itself, deserted 12 hours before — has become a sprawling, driving, armed American camp at the water's edge. Huge square colored markers have been stuck in the sand to guide boat waves in and mark the locations of such spots as communications centers, first aid and evacuation points, ammunition and fuel dumps, Navy beachmaster headquarters and Marine Corps shore party headquarters.

The Marine assault force, its vital equipment brought ashore in the early waves, has begun its drive toward the airfield, its rifle companies spearheaded by the LVTAs and tanks which are now beginning to join up. Several miles inland, the Leathernecks run into their first solid opposition—enemy mortars firing at them from a reverse slope.

In a case like this, the Marine commander knows that naval fire will be of little help. Its flat trajectory won't permit it to catch the backside of the slope. So he calls for close air support.

This brings into play the tactical air control system of the amphibious invasion. It works like this—



HELICOPTER Transport Squadron moves toward beachhead after leaving carrier flight deck during 'triphobious' operations at Onslow Beach, N. C.

A small "Tactical Air Control Party," consisting of a veteran Marine pilot, several enlisted runners and a radioman, is attached to the attacking ground troops. When the ground commander needs help from the air, he tells the TACP officer who relays the request with his own advice to the amphibious flagship, in this case *uss Mt. Olympus*.

This request is received in a bustling compartment within the flagship known as the "Support Arms Control Center." Here a group of naval aviators, supplemented by a Marine, an Army and an Air Force officer, sit around an H-shaped table surrounded by status boards on

which are displayed the status of all the supporting aircraft.

This busy spot is the central dispatching point for all aircraft flying close support missions against the enemy. From here planes are sent screaming down to blast bridges, knock out an important radio or radar station, blow up an enemy supply or ammunition dump, blast a crater in a section of railroad track or accomplish a multitude of other missions in support of the troops fighting on the ground.

In LanTagLex the TACP men ashore and the support air control center afloat are kept on the jump.

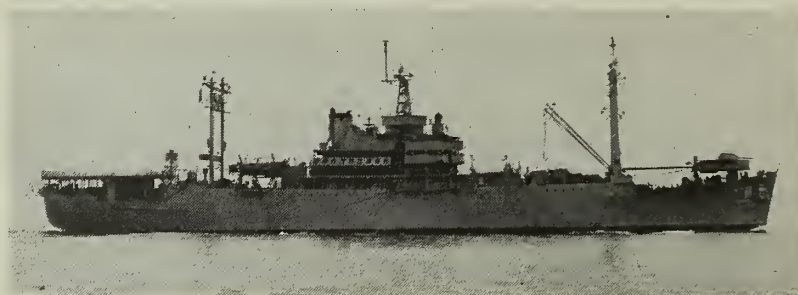
(Continued on page 34)



TANK CROSSES ramp of landing craft to take its place in invasion scheme. Modern amphibious operations require use of land, sea and air components.

Here Are the Ships and Landing Craft That

(Not shown are the following amphibious vessel types: IFS (Inshore Fire Support Ship), PCSC (Control Submarine Chaser, 136') and PCC)



AGC — Amphibious Force Flagship. Also known as 'headquarters ships,' AGCs carry elaborate communications gear for operations. Utilized to command amphibious group.



AKA — Attack Cargo Ship. This type is especially used for supplies, ammunition, etc., during amphibious operations.



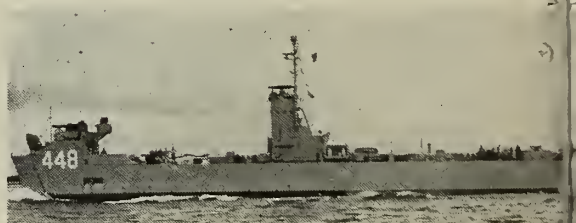
LSD — Dock Landing Ship. From its drydock-like well, the LSD discharges its bevy of landing craft. The vessel remains offshore during amphibious operations.



LST — Tank Landing Ship. Used extensively for supplies, the LST is redesigned to increase troop accommodation.



ASSP—Transport Submarine. Converted from Balao-class ASSPs, these ships carry underwater demolition teams and reconnaissance troops.



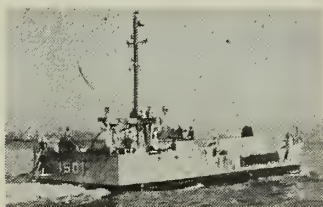
LSM—Medium Landing Ship. LSMs can carry five tanks, troops, and other equipment needed for amphibious assaults.



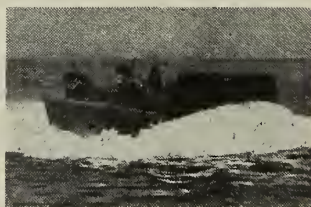
LSMR — Medium Landing Ship (Rocket). These ships carry 10 automatic rocket launchers and a five-inch gun.



SCC — Control Submarine Chaser. Redesignated SCs, used for small craft control.



LCU—Utility Landing Craft. LCUs are the basic amphibious work horse.



LCVP — Vehicles-Personnel Landing Craft carry vehicles or troops.



LCPL — Personnel Landing Craft (Large) carries boat wave commander.



LCM-3 — Mechanized Landing Craft is designed to carry tanks and other heavy equipment.

What Perform in Amphibious Operations

(Control Submarine Chaser, 173') The IFS is still under construction; most of the other vessels are out of commission or in the Reserve Fleet.)



ly equipped to carry assault loaded cargo
ous operations. AKAs are also armed.



APA — Attack Transport. These vessels are designed to transport troops for amphibious assault. As in the case of AKAs, APAs are armed for purposes of defense.



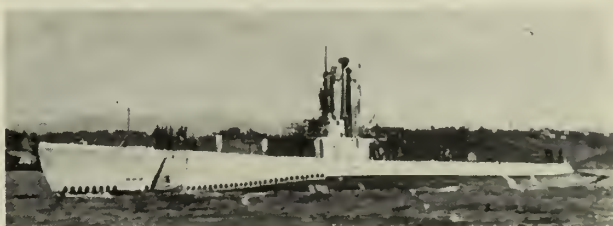
in World War II, the LSTs have been
ons, tank, vehicle and cargo capacity.



LSV — Vehicle Landing Ship. Converted from netlayers and minelayers during World War II, LSVs carried 40 LVTs and 800 troops. They are now in the Reserve Fleet.



APD — High Speed Transport. APDs are converted escort vessels, designed for hit-and-run operations.



ASSA — Cargo Submarine. These undersea vessels are included in Navy's over-all amphibious warfare planning.



DEC — Control Escort Vessel. Several DEs have been redesignated as DECs; ore used to control boat waves.



PCEC — Control Escort. Certain PCEs have been redesignated as amphibis, in control of landing craft.



Landing Craft
troops, tanks.



LCM-6 — Mechanized Landing Craft is an enlarged version of the LCM-3.



Nine-man rigid inflatable boat is propelled by motor or paddles.



Four-man rigid inflatable boat is designed for reconnaissance work.

TRIPHIBIOUS OPERATIONS (cont.)

The request for help in eliminating the two mortar locations is passed to the evaluator in the center. The evaluator, after first checking with the naval gunfire support group located close at hand, plots the location of the mortar opposition on a wall map, and then calls by radio two F2H *Banshee* pilots who are already in the air in the vicinity. He briefs them on the mission, giving them coordinates of the location, the target to be hit and the ammunition to be used.

Within minutes, the flight leader reports back to say the target has been attacked and neutralized. The Marine air control party with the troops reports in to confirm the pilot's damage estimate and the Leathernecks push ahead on the road to the objective.

Backed up with such close coordination with the air arm, and buttressed by a steady flow of reinforcements and equipment from the beachhead, the Marine assault force has now completed its planned pincers movement and joined up within a few days with the holding force at the airfield. With this, the major objective of the landing has been accomplished: to make a lodgment in the enemy-held mainland, neutralize the airfield and establish

a perimeter from which a full-scale attack can be launched by regular ground troops.

With exercises like LanTagLex-54, the Amphibious Force and the Marine Corps are continually answering the question "How ready is this force to meet an actual future challenge?"

Like the record-breaking potential of a promising runner, the invasion readiness of the Amphibious Force can be pretty well judged from its performance in realistic maneuvers. Moreover, both the runner and the amphibious force can be graded primarily on how much time it takes to accomplish the mission at hand.

Except for certain variable factors like heavy mining (which could probably be spotted and neutralized in wartime) or the effect of the detonation of a nuclear weapon (which could probably not completely knock out a well-dispersed landing force), planners can get a pretty good idea of how well their force could perform were it sent into action tomorrow.

And the Force is busy improving itself. Already this year, PhibLant alone has conducted the following exercises: "Sentry Box 54," a landing operation designed to give am-

phibious training to Puerto Rican National Guardsmen; "TraEx 2-54," a training exercise held at Vieques, P. R.; "TraEx 3-54," a similar exercise held off Onslow Beach; "LanTagLex" described here; and similar exercise held off Onslow Beach; "LanTagLex" described here; and "Packard V," a combined helicopter and landing craft assault.

As one of the staff officers of Amphibious Group Four, the umpire group at LanTagLex, remarked, "We're always in the midst of one operation, planning for the next and writing up the last one!"

How ready is our "triphibious" navy to meet a challenge? As LanTagLex and other similar dress rehearsals along both coasts prove, the U. S. Amphibious Force today is a "force-in-being," a well-integrated fighting machine that could be sent at almost a moment's notice to any trouble spot in the world.

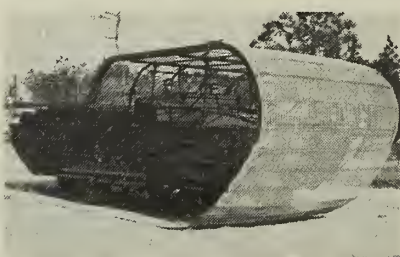
The very threat of this weapon in the hands of the U. S. serves as notice to any potential aggressor that it could be used against him with possible devastating effect—as indeed it was at Inchon.

This year, as the Amphibious Force marks its 12th anniversary, the officers and men who man its many ships plan to keep it that way.

These Are Navy's Amphibious Vehicles That Operate Afloat and Ashore



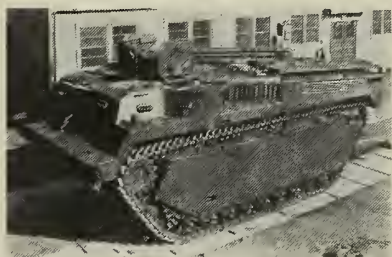
DUKW—These vehicles plow ashore, carry troops and equipment direct to destination.



DUKW (Mat-laying) is used to cover sandy terrain, prepare emergency airstrips.



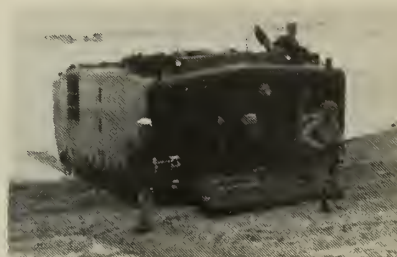
LVT-3—Tracked Landing Vehicle. An amphibious vehicle used in World War II.



LVT-3-C — Covered version of LVT-3, it's used to carry men, equipment ashore.



LVT(A)-5 — Tracked Landing Vehicle. It carries a 75mm howitzer as armament.



LVT-5 — Tracked Landing Vehicle (Perisannell) is faster, more maneuverable.

★★★★★ TODAY'S NAVY ★★★★★

Landings in the Pacific

In two separate maneuvers in the Pacific, naval amphibious forces have taken the measure of their operational readiness. One landing force hit the beach at Okinawa, the other on the coast of Korea.

The Okinawa operation was a two-week exercise involving Navy, Army and Marine Corps fighting units.

Navy surface elements and Marine aircraft from the light carrier *uss Wright* (CVL 49) supported the Army's Okinawa-based 29th Regimental Combat Team. The landing party, embarked in amphibious vessels, was opposed on the beach by Marines of the 2nd Battalion, 9th Marine Regiment, Third Marine Division. During the "battle" for the beach, Navy underwater demolitions teams and salvage repair units operated offshore.

Supporting the landing party were *Wright* and her aircraft, *uss Manchester* (CL 83) and *uss Mt. McKinley* (AGC 7) in addition to two high speed transports, two dock landing ships, an attack cargo ship, a landing craft repair ship, six LSTs and three LCMRs. Altogether, more than 6000 Navymen took part.

In the other operation, held the week before at Sokeho-ri, Korea, Marines of the 7th Marine Regiment stormed ashore to climax a week of intensive ship-to-shore training and maneuvers.

Gunfire support from Navy surface vessels and Marine aircraft aided the landing party in gaining its objectives and likened the landing to an actual combat encounter. While the Marines moved ashore, attack transports, cargo ships and other naval vessels maintained a constant alert for possible air attack and conducted mine warfare operations offshore.

Defensive units ashore (a Marine rifle company), employed guerrilla tactics throughout but were finally "defeated" by the landing units. Following completion of the landing and seizure of the objectives inland, the Leathernecks were re-embarked in the ships for the return voyage to Inchon.



ATOMIC-AGE sailors take part in atomic - biological - chemical attack drills on board *USS Missouri* (BB 63).

'Flying LSTs' To Join Navy

The Navy's first "flying LST" is scheduled to go into service late this year with the Fleet Logistic Air Wings, Pacific, at Alameda, Calif.

A water-based plane that can land guns, trucks, supplies or an assault company of Marines directly onto an enemy beach—like the famous landing craft of World War II—is in production for the Navy.

The new plane is a "bow-loader" version of the Navy's water-based turboprop transport, the four-engined R3Y-1, *Tradewind*. It is designated the R3Y-2 and retains the same high performance characteristics of the regular transport.

For an assault operation, the R3Y-2 lands in offshore waters and taxis to the beach. When the hull touches the sand, the bow opens upward much in the same manner as the luggage compartment on an auto-

mobile.

A ramp is then dropped and the loaded vehicles or troops debark directly onto the beach.

To pull off the beach the pilot simply reverses the propellers and backs away. A 30-second taxi run lifts the 80-ton plane into the air for the return trip.

The bow-loader can fly 24 tons of cargo. The main deck, made of magnesium for strength without excessive weight, is 88 feet long and more than nine feet wide.

The cargo deck stretches back from the bow door on one level, unbroken by bulkheads or other obstructions. The cleared load space was achieved by concentrating the five-man flight crew on a higher deck in the bow and by compartmentizing the hull below the cargo deck, as in modern ship construction. Compartmentation gives the hull superior strength as well as water-tight integrity.

The R3Y-2 can carry four 155-millimeter howitzers, three 2½-ton trucks, six jeeps, two half-tracks or several other types of military equipment. The bow door opening is eight feet four inches wide and six feet eight inches high.

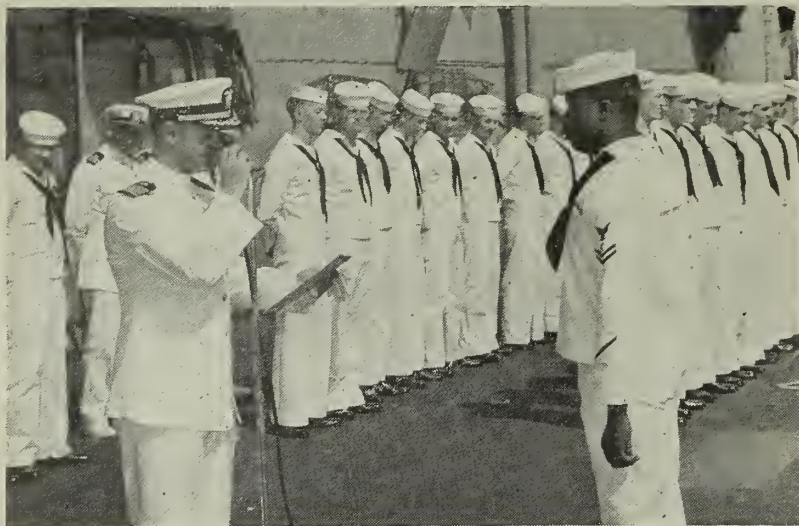
A multi-purpose airplane, the R3Y-2 can be fitted with 103 demountable, rearward-facing seats for normal transport operations.

The flying LSTs have a range of more than 2000 miles and a faster rate of climb than many World War II fighter planes. Powered by four turboprop engines developing a total of approximately 22,000 horsepower and driving contra-rotating propellers, the R3Y-2s feature air conditioning and pressurization systems.

WAY BACK WHEN



On 28 Aug 1787 John Fitch demonstrated the first steamboat experiment, steaming at three miles an hour on the Delaware River using 12 mechanical oars. 14 Aug 1900 Allies ended the Boxer Rebellion at Peking. On 15 Aug 1914 the Panama Canal was finished and informally opened to traffic. 7 Aug 1942 the first large-scale amphib invasion of the Pacific took place when the First Marine Division landed on Guadalcanal in the Solomons. 3 Aug 1952 the United Nations Forces in Korea set up a Pusan perimeter defense behind the Naktong River.



MIDWAY HONORMAN—Gus D. Lane, SD2, USN, receives letter of commendation from CAPT W. H. Ashford, Jr., USN, CO of USS *Midway*.

Midway Selects 'Honor Man of the Year'

A new name has been added to a permanent plaque on the quarter-deck of the carrier *uss Midway* (CVA 41) which serves the unique purpose of recording the names of Navymen chosen annually as the flattop's "Honor Man of the Year."

Each year this award is granted to the man whose "exemplary qualities and leadership ability" have most benefited the ship throughout the year. The plaque reads: "Named here are the men of the *uss Midway* who by their devotion to duty and wholehearted interest in their shipmates have made a lasting and honored imprint in the log of this great ship."

The latest name on the list is Gus David Lane, SD2, USN. Quiet-talking and unassuming, Lane is a long-time *Midway* man, having been aboard the 45,000-ton carrier

almost nine years. He has rated a perfect score in leadership and proficiency in rate since September 1949, and has been tops in conduct since September 1947.

According to his division officer, he is the type of man "who will pitch in and help his fellow shipmates on his own initiative and who serves as a sort of father-confessor and counsel, extending advice to any of the men in his division who want it.

"He entered the Navy with only a meager education, developed and matured under the opportunities of the Navy's educational system, and has given the Navy in return a full measure of faithful service."

A letter of commendation from the commanding officer accompanies Lane's selection for the yearly honor.

They Rolled Up Their Sleeves

Navymen, Marines and civilian workers at the U. S. Naval Shipyard, Boston, Mass., have donated more than 25,000 pints of blood since the Red Cross program got under way in 1948—and they're still giving.

The bloodmobile visits the yard at regular intervals and personnel willingly roll up their sleeves because they have actually seen "their" blood in action.

Last fall when a terrific explosion aboard *uss Leyte* (CVS 32) killed

37 workers and injured 39 others—and then again three weeks later when a blast aboard the merchant ship *Black Falcon* injured many more workers—blood from the Boston Blood center was rushed to the scene. Only the skill of medical personnel and the supply of blood on hand prevented more deaths, authorities stated.

From these first-hand experiences, personnel at the Navy Yard have seen the value of blood in an emergency. They know and they give.

Canopied Lifeboat

Canopied, CO₂-inflatable life boats are now being supplied active fleet vessels to replace the familiar buoyant nets and balsa-wood life floats.

The new 15-man boats, which contain 100 pounds of survival equipment, come packed in a handy carrying case which measures about two feet by three feet by five feet. Inflated, the package becomes a canopied boat more than 15 feet in length, seven feet wide and with two-and-a-half feet of head room.

Exposure to the extreme cold of northern waters or to the heat of the tropics and other variables in the elements will probably hasten death more than any other natural factor. Designed to protect survivors against such variables, the boat has an insulating double bottom and a double canopy with two ports. Entry into the raft is gained through the after port, which is also used for ventilation in cold climates. Body heat of the survivors will warm the air inside the boat to about 70 degrees even in very cold weather.

In tropical areas both ports are opened for ventilation. The bright yellow-orange canopy reflects heat and helps attract the attention of passing ships or planes.

Equipment in the boat pack includes: de-salting, first aid and signal kits; 30 pounds of rations; 50 pounds of canned drinking water; dye sea marker, sponges, flashlight, whistle and a jackknife. Four paddles, lifeboat repair kit, two hand inflation pumps and a sea anchor are also contained in the boat.

The preferred method of launching is to inflate the boat on the deck of the ship and lower it to the water by lines. In emergencies, however, the boat pack may be thrown into the water from any height up to 50 feet without damage. Less than 30 seconds after the quick release cable is pulled, the boat—if properly packed—will automatically shed the carrying case, inflate itself right-side-up and flip up its insulating canopy.

Approximately 10,000 of the new boats have already been issued to fleet vessels and new construction ship's, and the present procurement rate is expected to make them available to the entire fleet within three years. A training film is now being prepared to instruct Navymen in the proper care and use of the craft.

50 Years of Engineering Service

This year the U. S. Naval Engineering Experiment Station at Annapolis, Md., celebrates its 50th year of engineering service to the Fleet.

In 1903 Congress authorized funds for the Engineering Experiment Station and the following year the station went into operation. The original investment was \$400,000 and the mission of the new station was "to test and determine the suitability of certain steam machinery for use in naval vessels."

Today the Experiment Station has a plant value of \$12,000,000. Its mission has broadened to include the testing and development of new types of power plants and propulsion systems, the quieting of naval machinery to reduce the danger of detection by enemy listening devices and the continuing improvement of naval machinery, equipment, materials, fuels and lubricants.

From the beginning testing fuels and lubricants has been a major project at the station. In the early days it was the job of the personnel at the station to develop a specification to insure that the Navy obtained types of coal that would give the maximum steaming radius with the least amount of trouble to boilers and personnel. There were also questions on storage and handling of fuel to avoid the danger of spontaneous combustion.

Another early major project was the investigation of boiler corrosion. After a thorough study of the problem, Station engineers were able to provide the Navy with a cheap,

practical boiler water compound which greatly reduced corrosion.

The Station also developed a standard procedure for testing boiler water, a procedure which was later used aboard all large naval vessels. As a result, the Station was credited with having made the life expectancy three times as long and with having reduced the cost of boiler compounds from 23 to three cents per pound.

The period of greatest growth at the Station was during World War II when the number of personnel almost doubled. The staff was increased from 600 in 1941 to 1103 in 1944. At present there are approximately 1000 civilian employees and 13 naval officers at the station, all working toward effective engineering development in the Navy.

4300 Miles Per Hour

In tests conducted at White Sands, N. M., the Viking XI rocket has pierced 158 miles into the sky, traveling at the speed of 4300 miles per hour. That's 22 miles higher than any other single stage rocket has ever gone.

However, the purpose of these rockets is not actually to find out "how far is up," but rather to gather important scientific data on the way. Instruments installed in the space normally used for a warhead relay messages by radio to trained observers on the ground. This data in turn is analyzed and studied for contributions to meteorology, radio communications, design of guided missiles, basic nuclear research, weather forecasting and aviation medicine.



SALVAGE CHIEF—Floyd H. Coleman, BMC, USN, was commended for salvage work under dangerous conditions.

Chief Solves Salvage Problem

A chief boatswain's mate, skipping a warping tug off New River Inlet, N. C., successfully salvaged a self-propelled barge despite dangerous conditions.

Floyd H. Coleman, BMC, USN, who had just finished a sleepless 24 hours participating in assault operations, was headed for the inlet when he spotted the barge. It was aground on a sandbar, being battered by heavy surf.

Guiding his craft through a maze of shoals and sandbars, the chief anchored near the barge. He proceeded to try all standard procedures for salvage, but none of them worked. One of the two screws on his tug was broken during the maneuvering.

Thwarted thus far, Chief Coleman now had a flash of inspiration. He dropped a second 3000-pound anchor close aboard the stranded barge and ran his bow line to this anchor through a block secured to the barge, thereby doubling the effective pull. This device was successful.

Chief Coleman, who has been on duty with Amphibious Construction Battalion Two since 1951, received a commendation from RAADM H. P. Smith, USN, ComPhibGru Two, for "prompt action and outstanding seamanship, as well as for leadership in a situation that resulted in the successful salvage of the barge."



TACTICAL COMMAND SHIP—USS *Northampton* (CLC 1) is shown moored in Guantanamo Bay, Cuba. She is now attached to CruDivTwo of BatCruLant.

Glacier Will Head North

Slated for launching late this month in Pascagoula, Miss., is the Navy's latest icebreaker, *uss Glacier* (AGB 4). Designed to support both offensive and defensive operations, as well as to supply arctic bases, she is expected to be the prototype for future breaker construction.

Statistically, *Glacier* is larger in every way than *Wind* Class icebreakers, such as the Coast Guard's *Northwind* and the Navy's *Burton Island* (AGB 1). Over-all length for the new type is 310 feet, with a 74-foot beam and 28-foot draft. The AGB 4 has a propulsion system consisting of two 10,500 hp. electric motors, each 15 feet in diameter and weighing 108 tons. Power for the motors will be supplied by 10 diesel-driven generators. The ship's complement will be approximately 300 enlisted men and 20 officers.

Glacier, with increased power and weight, is capable of breaking through very thick ice.

The ship's "heeling" system can shift thousands of gallons of water from side to side of the ship in a matter of a few seconds, creating a roll of some five degrees, which will help the breaker "shoulder" her way through the ice.

Also, her stern has been designed to project on either side of the screws, lessening the danger of their being sheared off by ice.

A helicopter landing platform, fit-

ted over the vessel's fantail, will adjoin a hangar large enough to stow two whirlibirds and contain all facilities for maintenance and repair.

Below decks, many "habitability" features have been incorporated into the ship. Quickly removable aluminum panels, now being evaluated for general use by the Navy, will sheath bulkheads and overheads. Lighting will be softer and glareless. Rumpus rooms with cushioned chairs and lounges adjoin berthing spaces, and a large crew's lounge opens off the main messing area.

The mess hall looks almost like a fancy new restaurant, with plastic-topped tables and swivel chairs with backs, all fastened to the deck to prevent sliding.

In the crew's berthing spaces each man will have his own bedlamp, and a small personal-effects locker attached to each bunk will hold all the odd items which used to wind up under the mattress.

Lockers are large enough to stow arctic clothing in addition to regular gear. Built-in metal laundry hampers under the ladders will do away with bulky canvas laundry bags. Two inches of insulation will be between the *Glacier's* sailors and that cold steel deck when they get up.

Cork lining on the inner surface of the double hull, and newly-developed fire retardant spun wool, are used to insulate the ship against extreme below zero temperatures.

Navy's Newest DE

uss Dealey (DE 1006), the Navy's newest escort vessel, has been commissioned at the Boston Naval Shipyard.

Named for the late Commander David Dealey, usn—a Medal of Honor man in World War II—the 314-foot vessel is designed for anti-submarine warfare and convoy escort duty.

The new ship, built at Bath, Me., has a complement of nine officers and 140 enlisted men. She has a displacement of about 1850 tons and houses a single-screw geared-turbine engine which may be manufactured rapidly and which reduces the requirements for critical machinery parts.

Driven by more than 20,000 horsepower, *Dealey* is only slightly longer than the 306-foot escorts of World War II, but she is expected to be far more effective as an ocean escort.

In addition to the latest underwater and anti-submarine armament, the ship is provided with modern lighting, air conditioning in all vital control spaces, and has many conveniences for crew members. Individual lighting over each man's bunk will be included. Other conveniences: washroom and water closet spaces located adjacent to berthing spaces; messing facilities allowing for more space per man; large lockers for stowage of clothing and laundry facilities including a dryer and presser.

Non-Stop Airship Flight

Following anti-submarine warfare training in the Caribbean, a Navy crew in a ZP3K airship made the long flight home from Guantanamo, Cuba, to Lakehurst, N. J. in one non-stop flight.

One of the longest flights to be logged in recent years for this type airship, the 1250-mile, over-water voyage took 31 hours. The airship, K-80, was operating with Airship Squadron Three of the Air Force, Atlantic Fleet. In World War II blimps of similar type flew from Bermuda to the Azores, a distance of approximately 1800 miles.

During routine operations in the anti-submarine exercise, the blimp's crew spent many hours on their own time figuring the angles on their forthcoming big hop, working out the best route to take, best altitude and power settings.



OFF ON LONG FLIGHT—Airship K-80 takes off from NAS Guantanamo Bay, Cuba. She made 1250-mile non-stop flight to Lakehurst, N. J., in 31 hours.

Endurance Record for Blimps

A U. S. Navy blimp broke the world endurance record for a crew and aircraft by remaining aloft without refueling or reprovisioning for more than 200 hours.

The Navy ZPG2 airship from U. S. Naval Air Station, Lakehurst, N. J., was undergoing BIS (Board of Inspection Survey) trials. It stayed in the air 200.2 hours, breaking the previous endurance record of 170.3 hours set in 1947 by another Lakehurst-based airship.

The airship cruised along the Atlantic coast, to Bermuda over the Caribbean Sea and the Florida Keys. At the time the record was broken the ship was flying over Miami, Fla.

The 342-foot blimp with a helium capacity of more than 1,000,000 cubic feet, traveled 2660 miles and consumed 2400 gallons of gasoline during its record flight.

The purpose of the flight was to test the ship and its equipment before it is officially accepted by the Navy. After acceptance, the airship and other new airships of the same type will be assigned to the Atlantic Fleet for active use in the patrol and anti-submarine forces under Commander M. S. Atlantic Fleet.

Away the Landing Party, Away

A Navy carrier now has a landing party on board that can meet any emergency ashore.

To get this know-how, more than 200 men in the landing party of *uss Randolph* (CVA 15) attended weekly training sessions on subjects ranging from light machine guns and M-1 rifles to field first aid and combat formations and signals.

The ship's landing party consists of a nucleus of Marines, with the majority of the unit composed of crewmen from the engineering, gunnery and air departments. Marine non-commissioned officers from the ship's detachment, all Korean veterans, served as instructors in putting the Navymen through their paces.

Halfway through the training, all members were required to fire a familiarization course with the rifle, carbine and sub-machine gun.

Targets for the "sharpshooters" were towed balloons. After a few somewhat ragged attempts, the firing line caught on to the tricky wind currents and began knocking down balloons with marksmanlike skill.



RUST FIGHTERS—One of the most important jobs of the Columbia River Group is the sandblasting and painting operations using compressed air equipment.

Fleet Communications Center

A powerful, new Navy communications facility is being erected at Norfolk, Va., and is scheduled to go on the air by March 1955.

Designed to keep the Navy's various Norfolk commands in touch with the most far-flung warships of the Atlantic Fleet, the new facility will provide for the rapid, automatic transmission and reception of messages.

It will consist of:

- The "brain" or headquarters, which will be located in a new building on the Norfolk Naval Base.
- The "voice" or transmitter, which will be at Driver, Va., 14 miles west of Norfolk.
- The "ears" or receiver, which will be at Northwest, Va., 27 miles south of the city at the North Carolina state line.

The headquarters building will be a reinforced concrete building—windowless, splinterproof and air conditioned. It will contain equipment and personnel to relay messages between the various commands and the transmission and receiving points.

The transmitter equipment at Driver will be located in a similar building. In addition there will be one 800-foot transmitting antenna, plus four 300-foot towers, a 225-footer and dozens of smaller antennas and poles of varying sizes to carry directional signals.

The receiver site at Northwest is

set in the middle of approximately 5000 acres of land. The equipment will be housed in a concrete building sporting two circles of directional antennas. Beyond that, an area 600 feet wide is being stripped of all buildings and trees to prevent interference.

When the new communications facility is put into operation it will make it possible for messages to be sent direct to all ships in or attached to the Atlantic Fleet.

Big-Hearted Chief

The 90-man crew of *uss Chief* (AM 315) has given 75 Korean war orphans two Christmas parties, one at the regulation date and a second one recently.

After the original Christmas party, at which the children presented a half-hour program of songs and skits and enjoyed a feast supplied by the Navymen, the crew kept remembering the children.

They decided to hold a raffle, with the proceeds from the raffle going toward clothing for the orphans. Within three days they collected \$200 for their second Christmas shopping.

With the money they purchased 50 pairs of shoes, 100 pairs of socks, 50 tee-shirts, two gross of pencils, one gross of school tablets, 100 bars of soap, a large clock for the school room and material for over 50 suits.

Navy Runner-Up in Service Track Meet

Navy track and field stars gave fine performances but the Sea Service team lacked depth as Army won the 1954 Inter-Service Track and Field championship for the second consecutive year.

Eight records fell to the onslaughts of champion athletes from the Army, Navy, Marine Corps and Air Force in the second annual running of the meet, held this year at Camp Lejeune, N. C.

Army athletes set new marks in the 880-yard run, 440-yard relay and the shot-put; Navy tracksters bettered old marks in the 220-yard dash and the discus; Marine stars chalked up new records in the one-mile run and the 220-yard low hurdles; and an Air Force speedster set a new mark in the 440-yard hurdles.

Army scored 113-1/3 points in the 21-event meet. Navy finished second with four first places and 49 points, followed by the Marines with 33-2/3 and Air Force with 20.

The two-day affair saw a number of outstanding exhibitions of speed and strength by the athletes from the various services. One of the greatest sprinting exhibitions ever witnessed at Camp Lejeune's Liver-edge Field was provided by the Navy's Fred Lucas, SN, USN, of NTC San Diego, Calif.

In the trial heat for the 220-yard dash, Lucas broke the old record by

MIGHTY HEAVE — Ron Drummond, DT3, USN, tosses discus 162 ft., 9 1/2 in. to win Inter-Service championship.



HIGH FLYER—James Terry, SN, USN, poles over the bar at 13 ft., 7 in., to set new All-Navy record during the annual Track and Field tourney.

eight-tenths of a second with a 21.1 seconds time. With less than 45 minutes rest, Lucas then broke his short-lived record in the finals with a time of 21 seconds flat. Even this effort wasn't Lucas' best of the season. In the 11th Naval District meet earlier this year, he ran the 220-yard event in 20.7 seconds.

A day before his record-setting performances, Lucas had bettered the Inter-Service record in the 100-yard dash with a 9.6-seconds time—but it didn't count because of a five-and-a-half knot following wind.

After breaking the 220-yard record twice in less than an hour, Lucas joined the Navy's 440-yard relay team to push the Army to a new title. Because of his almost unbelievable endurance, good sportsmanship and ability, Fred Lucas was voted the "Outstanding Athlete" of the meet.

The other Navy athlete to crack an Inter-Service record this year was Ronald Drummond, DT3, USN, of NTC San Diego. Drummond tossed the discus 162-ft. 9 1/2-in., bettering the old mark by 6-ft. 6-in. A week earlier, however, Drummond had an even better throw, 169-ft. 4-in., to win the All-Navy meet.

Lavern Smith, SN, USN, of USS *Hancock*, (CVA 19), won the high-jump title, but he had to share his crown with Soldier Vern Wilson,

of San Francisco, Calif. The two tied at 6-ft. 6-in., one-and-one-half inches shy of the record held jointly by former Navy dentist Ken Weisner and Tom Whetstine, SN, USN.

The Marine's Wes Santee and the Army's Billy Tidwell staged a spectacular duel in the half-mile race. Former competitors in high school days back in Kansas, Santee and Tidwell matched strides as they began to outdistance the field. In the far turn of the last lap, Tidwell gave a tremendous show of reserve strength as he pulled away from Santee to cut the tape in the record-breaking time of 1-min, 51.8-secs., one second better than the old Inter-Service mark.

Earl Putnam, 6-ft. 6-in., 305-lb. soldier from Fort Ord, Calif., easily outdistancing the field in the shot-put event as he sent the shot 54-ft. 1 1/4-in., almost two feet better than the old record.

Here are the summaries of this year's Inter-Service Meet:

100-yard dash—Fred Lucas, Navy; Ollie Matson, Army; Bob Ulrich, Air Force; Alex Litman, Army. Time: 9.6 secs. (Record disallowed because of wind).

220-yard dash—Fred Lucas, Navy; Ollie Matson, Army; Len Noles, Navy; George Brown, Army. Time: 21.0 secs. (New meet record)

440-yard run — Walter Burnett,

Army; Ramon Lopez, Navy; Carl Joyce, Marines; Henry Cryer, Army. Time: 48.6 secs. (New meet record)

880-yard run — Billy Tidwell, Army; Wes Santee, Marines; Lang Stanley, Army; Henry Cryer, Army. Time: 1-min. 51.8 secs. (Record)

One-mile run—Wes Santee, Marines; Fred Dwyer, Army; T. Wheeler, Army; Joe La Pierre, Army. Time: 4-min. 12.6 secs. (Record)

Three-mile run—Wes Santee, Marines; Joe Tyler, Navy; Art Garcia, Marines; James Brown, Navy. Time: 14-min. 48-secs.

Two-mile steeplechase — Phil Coleman, Army; Vern Wilson, Army; Joe Tyler, Navy; James Brown, Navy. Time: 10-min. 32.6-secs.

120-yard high hurdles — Willie Stevens, Army; Don Hildreth, Air Force; Clayne Jensen, Marines; Don Walker, Marines. Time: 14.4-secs.

220-yard low hurdles — Clayne Jensen, Marines; Bill Purdue, Army; Don Hildreth, Air Force; Charles Hollaway, Army. Time: 23.5-secs. (New meet record)

440-yard hurdles — Fred Faucett, Air Force; Russell Smith, Army; Bill Schimmel, Army; Robert Mahon, Navy. Time: 53.8 secs. (Record)

One-mile relay—Army; Navy (Bob Mahon, Bob Smith, Ramon Lopez and Al Moore); Marines; Air Force. Time: 3-min. 18.5-secs.

440-yard relay—Army; Navy (Bob Smith, Floyd Dennis, Fred Lucas and Len Noles); Marines; Air Force. Time: 41.4-secs. (New meet record)

Broad jump—Harold Schultz, Air Force; George Brown, Army; Russell Smith, Army; Bobby Clark, Air Force. Distance: 23-ft. 7½-in.

High Jump—Tie for first place between Lavern Smith, Navy, and Vern Wilson, Army. Three-way tie for third between Tom Whetstone, Navy; Ralph Bonham, Army; and Eric Roberts, Army. Height: 6-ft. 6-in.

Pole Vault—Tie for first place between Lyle Dickey and Lindsey Kenly, both of Army; Jim Terry of Navy third; tie for fourth between Charles Stevenson, Marines, Charles Streater, Air Force; and Jack Zurlini, Marines. Height: 13-ft. 9½-in.

Hammer Throw — Steve Dillon, Army; Bill Burton, Army; Ed Kulas, Air Force; Earl Putnam, Army. Distance: 172-ft. 1-in.

Discus — Ronald Drummond, Navy; Earl Putnam, Army; Delmar Swearingen, Army; Leslie Reed, Army. Distance: 162-ft. 9½-in.



Lucas



Drummond



Gerhart



Smith



Tyler



Brinker



Terry



Moore



Mahon



Hollingsworth



Sturak



Hickman

Javelin Throw — Bill Miller, Marines; Bob Allison, Navy; Eugene Mitcham, Army; Bill Walker, Army. Distance: 224-ft. 9½-in.

Shot-Put — Earl Putnam, Army; James Hollingsworth, Navy; Howard Hertz, Army; Tom Johnson, Army. Distance: 54-ft. 1½-in. (Record)

Hop, Step, and Jump — Ben Witherspoon, Army; Jim Gerhardt, Navy; Glen Beerline, Army; John Parker, Marines. 48-ft. 3¼-in.

Triathlon — Dave Miller, Army; Harlan Johnston, Army; Edgar O'Hair, Army; Mahatma Archer, Army. Points: 2752.7

All-Navy Meet

The breaking of track and field records was begun a week before the Inter-service meet when the All-Navy and All-Marine meets were held concurrently at Camp Lejeune, N. C. In the second annual All-Navy meet, 13 records were rewritten.

Joe Tyler, SN, usn, of *uss Hancock* (CVA 19), was the biggest record-buster, setting two new marks. In the two-mile steeplechase, Tyler sped to a new record in 10-min. 39.1-secs., followed closely by James Brown, HM2, usn, of *uss Wasp* (CVA 18), and Warren Leddick, SN, usn, of Washington, D. C., Receiving Station.

Tyler's other record-setting pace was in the three-mile run when he covered the distance in 15-min. 22.7-secs. Finishing behind Tyler in this long-distance event was John Lavery, AD1, usn, of NAS Quonset Point, R. I.; and Ensign Tom Sturak, usnr, of *uss Kearsarge* (CVA 33).

In the 220-yard dash, Fred Lucas, wearing the colors of NTC San Diego, set a new mark with a time of 21.7-secs. Second in this event was Len Noles, SN, usn, of *uss Impervious* (AM 449) followed by Ray Long, SN, usn, of NTC San Diego.

Lucas also won the other short-distance sprint, the 100-yard dash, with a time of 9.9-secs. Len Noles again was second and Floyd Dennis, SN, usn, of ComServPac, third.

Al Moore, SN, usn, of NTC San Diego, won the 44-yard run in 48.7-secs., while Ramon Lopez, SN, usn, of *uss Quincy* (CA 71) finished second, trailed by Robert Smith, SN, usn, of NAS Miramar, Calif.

Al Moore, SN, usn, of *uss Quincy* (CA 71) finished second, trailed by Robert Smith, SN, usn, of NAS Miramar, Calif.

Ensign William Hickman, usnr,

of *uss Gardiners Bay* (AVP 39), set a new All-Navy mark in the middle-distance run as he covered the 880 yards in 1-min. 56.6-secs. Ramon Lopez of *Quincy* was second and Ken Thornton, SN, USN, of the San Diego Communications Station was third.

The old record in the mile run went by the boards as Ensign Tom Sturak covered the distance in 4-min. 27.1-secs. Following Sturak to the tape were James Brown and Albert Ray, AT3, USN, of ComAir-Pac, San Diego, Calif.

Norman Brinker, JO3, USN, of the 14th Naval District, established an All-Navy record in the Triathlon with a total of 2681.5 points, followed by Al McCoy, USN, of *uss The Sullivans* (DD 537). The two athletes also finished one-two in the two-mile run, also won by Brinker, with a time of 10-min. 40-secs.

Bob Mahon, SN, USN, of NTC San Diego, had complete control of all the hurdles events in the All-Navy Meet, winning all three and setting a new record in one. In the 120-yard high hurdles, Mahon registered a 15.1-secs. time to win ahead of Perry Moore, AO2, USN, of *uss Wasp* (CVA 18) and James Shiver, SN, USN, of the Third Naval District.

In the 200-yard low hurdles, Mahon covered the distance in 24.9-secs., again followed by Moore and Shiver in that order. A new mark of 41.9-secs. was written into the record books in the 440-yard hurdles by Mahon.



NAVY'S Joe Tyler, SN, USN, leads Army's Wilson into water obstacle in two-mile steeplechase. Army won.

NTC San Diego's crack 440-yard relay team had little competition as it cracked the All-Navy mark in this event with a time of 41.9 seconds. The squad was made up of Moses Clay, SN, USN; Len Noles, SN, USN; Floyd Dennis, SN, USN; and Fred Lucas.

Ensign Jim Gerhardt, of ComServ-Lant, successfully defended his title in the hop, step and jump and in doing so, broke his old record with a distance of 45-ft. 11½-in. Bob Smith of NAS Miramar was second

followed by Bob Mahon of NTC San Diego.

In the other relay event, the mile, the team of Al Moore, SN, USN, NTC San Diego; Bob Smith, NAS Miramar; Ramon Lopez, *uss Quincy*; and Ed Roberts, SN, USN, of NTC San Diego, established a new All-Navy record of 3-min. 25.7-secs.

Jim Hollingsworth, HN, USN, of NAS San Diego, successfully defended his title in the shot-put with a toss of 50-ft. 2-in. Second was Ron Drummond, of NTC San Diego, while Dexter Ragatz, SN, USN, of *uss Suisun* (AVP 33) took third.

Besides second in the shot put, Drummond took two first places. He set a new All-Navy mark in the discus with a toss of 169-ft. 4-in., to win easily over Ed Bill, FN, USN, of NTC San Diego, and Dexter Ragatz of *Suisun*.

Drummond also won the javelin throw, but amazingly enough, didn't toss the spear as far as he did the discus. He threw the javelin 164-ft. 3-in., to win over Tom Whetstone and Ed Bill, both of NTC San Diego.

W. Carpino, AN, USN, of the Philadelphia Naval Base, set a new All-Navy record in the hammer throw with a distance of 110-ft. 3½-in. Drummond was second followed by Jim Hollingsworth.

Ensign Meredith Gourdine, USNR, of *uss Coral Sea* (CVA 43), made only one leap in the broad jump before injuring his ankle but his distance of 21-ft. 9-in., was good enough to win the event over Jim Gerhardt and Bob Mahon.

Athletes from two Pacific Fleet aircraft carriers took all three places in the high jump. Lavern Smith, SN, USN, of *uss Hancock* (CVA 19), won first place as he cleared the crossbar at 6-ft. 6-in., while his shipmate, Tom Whetstone, placed second. Finishing third was Perry Moore, of *uss Wasp* (CVA 18).

In the pole vault, James Terry, SN, USN, of NTC San Diego, set the 13th and final All-Navy meet record of the year as he poled over the bar at 13-ft. 7-in. Harvey DeLoach, a hospital corpsman stationed at Camp Lejeune, N. C., and Eugene Mill, SN, USN, of NAS Quonset Point, R. I., tied for second at 12-ft.

The 13 new records set this year and the records in the remaining nine events will set a high standard for Navy track and field stars in the seasons to come.

—Rudy C. Garcia, JO1, USN.



'OUTSTANDING ATHLETE' Fred Lucas, SN, USN, breaks the tape in 100-yard dash in 9.6 seconds to win Inter-Service event. Lucas also won the 220.

THE BULLETIN BOARD

If It's Information and Education That You Want, Try I & E

As a Navyman, you have a wealth of knowledge at your fingertips if you want to take advantage of it. All you have to do to tap this gold mine of education is to check with your ship or station Information and Education Officer.

The Navy, through the "I & E" program, offers its men a chance to prepare themselves for careers both as Navymen and as citizens. But how much you get out of this program is strictly up to you. Let's look at the "education" side first.

Education

Information services in the Navy are not new. It is a Navy tradition to inform men about their mission and why they serve and where they fit into the "big picture."

On the other hand, off-duty education of service personnel, while always encouraged by senior officers, was only formally begun in 1942, and then on an experimental basis. The experiment proved so successful that a year later BuPers established an "Educational Services Section." Later its name was changed to "Information and Education Section," the title it now holds.

As in the past, the mission of the education phase of I & E is to provide naval personnel with an opportunity to raise their educational level in order to increase their value to the Navy and to themselves.

The U. S. Armed Forces Institute (USAFI) serves as the main part of the education phase of the program. It provides material and services for the largest adult education program in the world.

USAFI presents a choice of courses in the six areas of humanities, science, communications, mathematics, social science, and technical-vocational. About 340 courses in the various fields are open to naval personnel.

Your I & E officer will give you information on USAFI courses and services. After checking your educational background, the I & E officer can recommend what courses



"Gee . . . He must have known
John Paul Jones."

would be best suited for you. You may take elementary, high school or college level courses or enroll for business or technical courses.

Here is a general summary of USAFI course and test offerings:

- **USAFI Correspondence Courses** — For correspondence course study USAFI will provide text materials, a study guide and a supply of paper and envelopes. You study the text, and prepare a series of lessons to be mailed to the nearest USAFI. An instructor grades each lesson and offers suggestions or guidance to help you over the rough spots in the course. Most correspondence courses have end-of-course tests to be taken when you have finished the lessons.

- **USAFI Self-Teaching Courses** — These courses generally consist of the same text and study materials used in the correspondence courses. In a self-teaching course, however, you're strictly on your own. The texts provide study suggestions and outlines, but there is no lesson-grading service. Most self-teaching courses have end-of-course tests.

- **Group Study Course** — This is conducted in much the same way as a formal school course — with an instructor and regularly scheduled classes. Courses listed in the USAFI catalog may be taught by this method when there are enough students and your ship or station has the facilities.

- **Correspondence Courses Offered by Participating Colleges** — USAFI course offerings are supplemented

by many courses from colleges that participate with USAFI and are made available to uniformed personnel for about half their normal cost. These courses are similar to the USAFI correspondence courses in content and lesson procedure. Following enrollment, however, all correspondence takes place directly between you and the college or university.

- **USAFI Testing Service** — In addition to end-of-course tests for courses mentioned above, USAFI offers examinations on subjects in high school and college fields, comprehensive examinations on subjects in high school and college fields, comprehensive examinations for the measurement of general educational development (high school and college level GED tests) and achievement tests for the elementary grades. These tests are available as means of educational measurement by military authorities and civilian accreditation authorities.

It should be noted here that neither USAFI nor the Navy can give civilian academic credit for USAFI courses and tests. It is the sole responsibility and privilege of civilian high schools, colleges, or state departments of education to determine the amount and kind of civilian credit given, if any, for in-service educational experiences.

Many schools do grant credit, however, for USAFI courses. Many schools also grant credit for formal service school training. The Commission on Accreditation of Service Experiences (CASE) maintains an advisory service to assist civilian educators in evaluating in-service educational experience by recommending credits for USAFI courses, tests, and service schools. Your I & E officer will help you write a letter to your school concerning accreditation matters.

Regardless of the course you take, the Navy recognizes all USAFI courses and tests for credit as recommended by the Commission on Accreditation of Service Experiences. Also, the service record of each

Navyman contains a running account of his educational accomplishments, including any work completed through USAFI.

The Navy uses your educational record in much the same way as any other employer would, deciding placement problems, your further training, and promotions—particularly from enlisted to officer, on the basis of your education and experience.

The list of courses available through USAFI is too long to publish here, but your I & E officer has all the information and necessary application blanks. Just to give you an idea, a few of the courses available (picked at random) are: Business Management, Aeronautics, Beginning French, Soils, Industrial Electricity, Blueprint Reading, Journalism, World Literature, Basic Math, Calculus, American History, Principles and Practices of Radio Servicing, Sheet Metal Drafting,

Psychology, Refrigeration and Plastics.

The door is open—all you have to do is walk in.

Take for example, the case aboard USS LSM 546. Before the I & E program was systematically publicized, only two men were taking advantage of it. Since then, the number of personnel enrolled in correspondence courses has sky-rocketed to 31 men, or 50 per cent of the crew.

This number has steadily increased as the results of the many GED Subject and Achievement Tests which are received and used to determine which courses will most benefit each individual sailor.

I & E offers you a big opportunity not only to gain invaluable knowledge, but also to prepare yourself for your career.

Your I & E officer is the "middleman" between you and tremendous educational possibilities. Drop down to his office, browse around and see

what I & E can offer you. It *could* mean an extra strip or two on your arm and money in your pocket.

Information

The information phase of the I & E program helps you to understand the issues in national and world affairs, and the responsible role you and the other members of the Armed Forces play, both ashore and afloat.

Here is the round-up of materials available under the Information program from your ship or station I & E officer:

- **Films** — There are a good number of films available and they include everything from "Weather, Friend or Foe" to "Face to Face with Communism." In the information film category are films produced by the Office of Armed Forces I&E (OAFIE), Department of Defense. These include *Armed Forces Combat Bulletins* (AFCB), *Armed Forces Screen Reports* (AFSR), *Reports to the Armed Forces* (RTAF), *Armed Forces Screen Magazines* (AFSM) and *Armed Forces Information Films* (AFIF). Then there are those produced by the Navy for internal information purposes: "Victory at Sea," "History of the U.S. Navy" and "Command of the Sea" series.

The OAFIE information films are of two types: *Orientation*, to familiarize personnel with foreign countries and peoples (AFSR and AFIF); and *newsreels*, which present news about the services for the services (RTAF and AFSM).

Only AFIFs and AFSMs are now being produced, although old issues of the other types are still available. The AFSMs are automatically distributed on overseas entertainment circuits but the others may be borrowed from district training aids sections and libraries, or aviation film libraries. Certain informational films may also be obtained on loan, free of charge, from "The March of Time," 369 Lexington Ave., New York, N. Y.

- **Pocket Guides** — These booklets provide brief descriptions of geography, people, customs, and places of interest of more than 20 countries around the world.

- **Displays and Maps** — This category includes maps of various nations, posters, weekly "news maps"

HOW DID IT START

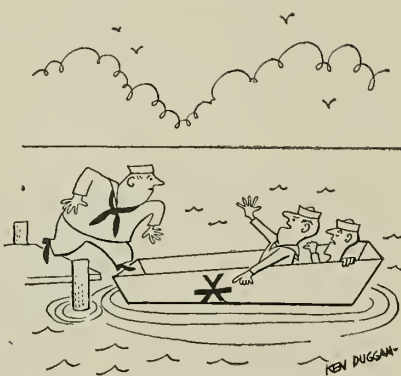
"Limiting Draft Mark"

This piece has nothing to do with Selective Service, as the title might suggest. Rather, it is concerned with a bit of identification found on the hulls of most Navy ships today, either fore, aft, amidships, or, in some instances, at all three locations.

The "limiting draft mark" is a painted symbol used to indicate a ship's maximum safe draft, or, the amount of water the vessel can safely draw. Use of the "mark" on Navy ships is comparatively recent, having had its beginning during World War II. But it is a "descendant," so to speak, of the well-known "Plimsoll mark," which originated back in 1876.

Samuel Plimsoll, for whom the old mark was named, was a British statesman. Because of his efforts to get Parliament to pass legislation for ship safety precautions and for the protection of seamen, he became known as the "sailor's friend."

The act requiring the use of Plimsoll marks was passed in 1876. It wasn't long before other nations adopted similar protective measures. Now, as a result of the International Load Line Convention, signed in 1930, merchant ships of nearly all countries, engaged in international voyages, are required by law to bear a "limiting draft mark," or "load line," on the outside of the vessel to show the depth to which the vessel should sink when properly loaded.



By 1941, when the convention was temporarily suspended because of war conditions, 36 countries had subscribed to the idea.

Way back in the early days of the Navy's first use of the load line, an amusing incident occurred which, appropriately, demonstrated the value of the limiting mark. The skipper of one ship wrote to headquarters saying he had the instruction for painting the mark on the side, but he foresaw a slight delay in complying. He said he couldn't paint it on until the ship was drydocked, "since the place it was supposed to go was underwater."

of current events around the world, news bulletins, photographs, charts and other visual aids.

• **Armed Forces Talks and Armed Forces Information Pamphlets**—These pamphlets are distributed once a month to all ships and stations. They furnish material for use by discussion groups or individual readers. All issues are distributed in the ratio of one copy for each 25 personnel. If your activity needs more AFTs or AFIPs, your I&E officer may order additional copies from the nearest district publication and printing office.

• **Armed Forces Press Service and Armed Forces Radio Service** are also parts of the information program. AFPS provides weekly news "clip sheets" and picture service to ship and station newspapers. AFRS provides the familiar daily radio programs for U. S. service personnel on ships or stations outside the U. S. AFRS also makes entertainment and information transcriptions (33-1/3 RPM recordings) that are available to ships and stations upon request.

I & E officers may also obtain additional information materials of various kinds from foreign consulates in the U. S. or from American consulates in foreign countries. Other valuable sources of free information materials are travel agencies, import-export houses, large industrial organizations, and religious orders performing missionary work in foreign countries.

In addition to these sources, I & E officers looking for special materials might contact news magazine publishers who maintain well indexed files on general information items. "Tear sheets" can often be purchased at a nominal fee.

Putting out this information to the crew is the responsibility of the I & E officer. Often ship or station newspapers provide a good medium for getting the information out, because of their wide circulation among personnel.

For example, one I & E officer, when his ship was in a foreign port, introduced an idea for passing "the word" to personnel going on liberty in the port. He had little cards, about the size of liberty cards, printed up with information of interest to the crew. As each man picked up his liberty card, he was also issued the information card.



"All right mate, let's get squared away there!"

—C. W. Keiningham, SK3, USN

Printed on the card were little reminders to the Navyman that he could be an ambassador of good-will by keeping neat and in proper uniform, paying bills promptly, not boasting that things are better in the U.S.A., not discussing war or politics; and that he, as a member of the U. S. Navy, represented the U. S. and that his country would be judged by his actions.

Information on distribution of all I & E materials mentioned in this article may be found in the Bureau of Naval Personnel *I & E Newsletter Special Catalog Issues*, which are automatically distributed semi-annually to all Navy commands, ashore and afloat.

Fleet-Footed Mailman Has Salt Water Run

D. W. Aanerud, BM3, usn, is a Navy mailman who uses jeeps, boats, and his two good feet in delivering U. S. mail to fleet ships in Pusan Harbor, Korea—and he covers 110 miles daily doing it.

A landing craft coxswain and veteran of the U.N. amphibious landing at Inchon, Aanerud turned to his present, more peaceful, job last October.

Each day he drives to an air base near the city to pick up mail from home, for personnel assigned to Military Sea Transportation Service. He drives back to the Pusan docks for deliveries and then catches a boat and visits all MSTs ships in port. Back in Pusan, he drops off letters for naval installations in the city.

27 NRO Schools Authorized To Provide Educational Drill Sessions for Naval Reservists

Under a new expansion program that went into effect 1 July the commandants of continental naval districts and the Commandant, Potomac River Naval Command are authorized to establish 27 new Naval Reserve Officer Schools at various locations throughout the U. S. The NRO schools are for training Reserve officers on inactive duty.

Each school will be organized as a college-level educational institution. The staff and faculty, consisting of a maximum of 20 officers and five enlisted personnel, have been selected by the commandants from the best qualified local Naval Reserve personnel who are not on the inactive status or suspended status list.

Naval Reserve officers of appropriate rank and designator not on the Inactive Status List are eligible to attend these schools. The NROS is designed primarily for non-pay Naval Reserve officers; however, officers attached to pay or to non-pay units may attend in addition to their regular drills if they wish. Students will not receive drill pay.

Forty drills during the academic year from 1 September through 30 June are scheduled. Each drill will consist of two class periods of at least 50 minutes. The academic year will be divided into two semesters of 20 drills each.

Satisfactory completion of a course requires at least 80 per cent attendance at the class drills and satisfactory grades on examination. Certificates indicating satisfactory completion will be issued to students at the conclusion of each course.

Upon enrollment, students will be assisted by the school staff in the selection of a program of studies which will best round out their naval education and prepare them for possible mobilization. Also, course prerequisites will be determined by the adviser and the student.

Basic courses for line officers include: Engineering, gunnery, navigation, officer-of-the-deck seamanship and operations. Technical courses: Main propulsion—steam, main propulsion—diesel, damage control, gunnery (I) operations, gunnery (II) administration, communications, combat information center and anti-

submarine warfare. Naval administration and orientation to command courses: Orientation to command, naval administration and naval leadership. Command and staff courses include: Staff organization and functioning and operational planning.

Civil Engineer Corps courses include: Contract administration, financial management—labor relations and civilian personnel administration, public works organization and operation, naval construction forces—organization and operation, passive defense and disaster planning, and specialized engineering.

At present, the only course scheduled for Supply Corps personnel is supply department afloat.

Insurance Is Available from VA To Navymen Leaving Service

Navymen leaving the service may take either of two insurance plans from the Veterans Administration depending on their type of discharge.

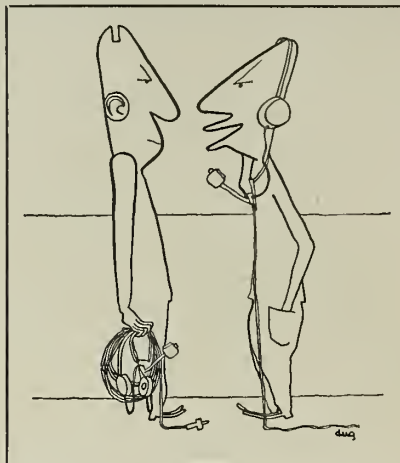
Established under Public Law 23, these insurance plans give the veteran an opportunity to buy special GI insurance within certain time limits after separation or discharge.

Generally, this post-Korea insurance contains the same provisions as National Service Life Insurance or World War II insurance, except that no dividends are payable and premium rates and death payments are based on different actuarial tables. However, the veteran has the same choice of beneficiaries and may elect to have the proceeds paid in one sum at his death or in installments if he prefers.

One type of insurance available is term insurance, which may not be converted to a permanent plan, but may be renewed every five years. To obtain this special term insurance the veteran must apply within 120 days after separation or discharge. To date, more than 97,000 such policies with a face value of almost \$862 million have been issued.

The second type is only for veterans with a service-connected disability. This coverage is a special form of GI life insurance on either term or permanent plans, such as 20 or 30 payment life, ordinary life, and, if not totally disabled, on the endowment plans.

Application for this type of insurance must be made within one year from the date the VA determines



"I understand, Robbie, that you have had more phone-talking experience than anybody else on the ship."

—LTJG D. H. HARRIS, USN.

the veteran's disability is service-connected.

For any further details it would be advisable to check with the nearest VA office.

Chiefs Take Over — And Ship Goes Under

It wasn't a "Chief Mutiny" when the CPOs of the submarine *uss Tirante* (SS 420) manned her diving stations and "took her down"—it was a special event to mark the sub's 1000th dive.

Reports from *Tirante* said the CPOs spelled the regular diving crew for the 1000th dive and the operation "went smoothly despite spirited heckling and occasional dire forecasts by kibitzing shipmates.

However, the crew had nothing to worry about. Taking the sub down was nothing new to the CPOs—they have all had more than 13 years of service.

The chiefs manning the diving stations were: Thomas G. Williams GMC, USN, who acted as officer of the deck; Raymond Deiss, Jr., ENC, USN, diving officer for the event; Robert R. Summerour, TMC, USN, stern planes; Clarence W. Williams, HMC, USN, trim manifold; Clifford L. Pearson, ENC, USN, air manifold; Donald R. Geddes, EMC, USN, hydraulic manifold; Fred Henderson, EMC, USN, interior communications system.

Revision Made in Crediting Completed Correspondence Courses of USNR Officers

Naval Reserve officers who complete a correspondence course worth more than 12 promotion points will hereafter receive only one completion certificate, to be awarded when they finish the entire course.

Previously, letters of completion have been sent out at the successful completion of each 12-point unit.

Under the new procedure, the last assignment of each 12-point unit will be returned to the student via the Reserve Officer Performance Recording Activity at Omaha, Neb., with a stamped certification that the unit has been successfully completed.

ROPRA will record the promotion and retirement points earned and then forward the assignment to the student. When he finishes the course, the Center will send him the regular completion letter covering the entire course.

This revised procedure will speed up recording of credit at ROPRA, but will entail some delay in delivery of the last assignment in each 12-point increment because of the time lag needed to route it through ROPRA.

Students are requested not to send inquiries about these assignments to the Correspondence Course Center without allowing a "reasonable" lapse of time, nor to request a formal completion letter for each 12-point unit. The stamped assignment sheet is all you need.

Dental Technicians get New Correspondence Course

A new Enlisted Correspondence Course has been made available for enlisted personnel on active or inactive duty.

The course is *Handbook for Dental Equipment Maintenance and Repair* (NavPers 91689). It is applicable to the following ratings: DA, DN, DR, DT and DTR.

To apply for the course see your division officer or education officer and ask for an Application for Enlisted Correspondence Course (NavPers 977).

Application should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

Better Savings Plan for Buyers Of Bigger Bonds Under Bond-a-Quarter Program

There is a better deal now in the Navy's Savings Bond Allotment Program to help systematic savers accumulate more money for future personal needs, under the bond-a-quarter program.

With the start of the new fiscal year (which began on 1 July), Navy and Marine Corps members who invest in \$50, \$100, \$200, \$500 or \$1,000 bonds under the bond-a-quarter plans with monthly pay allotments of \$12.50, \$25, \$50, \$125 or \$250, respectively, will be issued "average dated" bonds. That is, the issue date of those U. S. Savings Bonds, from which redemption value accrues, will be the first day of the month when one-half the purchase price was deducted from the owner's pay.

This means that investors in bigger bonds purchased under the bond-a-quarter plans will get the same interest on their personal saving as the bond a month buyers.

In cooperation with the Treasury Department's efforts to reduce the operating cost of the Savings Bond Program, the Navy is encouraging its personnel to keep part of their pay in bigger bonds which mean bigger savings for both the investor and the government. It costs one-third as much to issue bonds under the bond-a-quarter plans as a bond a month and buyers of bigger bonds usually hold them longer and accumulate greater savings. Series E Savings Bonds pay 3 per cent compounded semi-annual interest when held to maturity in nine years and eight months, but when they are held for additional ten years under the extension option they repay 80 per cent on the original investment.

At the end of the first quarter of the 1954 calendar year, members of the Navy and Marine Corps held 61.6 per cent of all the Savings Bonds allotments in effect by members of the Armed Forces. During the quarter they were issued 795, 774 separate bonds totaling \$21,003,787.50 in purchase price, but 84.5 per cent of those bonds were purchased under bond-a-month plans and 70.1 per cent of the total number of bonds issued were \$25 denomination.

WHAT'S IN A NAME

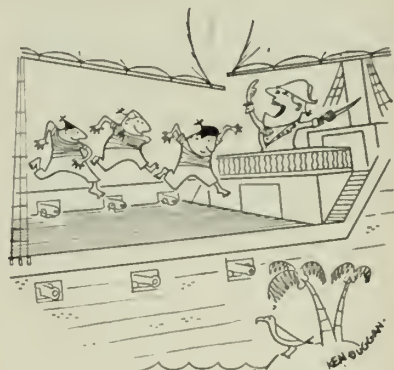
Sally Ship

"Look alive lads and sally ship. One, two, three, four and back again." Sounds like the start of a lively dance aboard ship doesn't it? But old timers, remembering the days when navigational equipment wasn't as sharp as it is today, can give you the real version.

"Sally Ship" is the term given to a method of freeing or attempting to free a stranded ship. When the word for the operation is passed, the crew gathers in a line along one side of the ship. Then moving in unison, they shift from port to starboard and back again, in an attempt to roll the ship and break her loose from the bottom.

The sallies are timed to make them as near to a normal roll of the ship as possible. A timekeeper gives commands to the crew for their moves athwartships. Prime purpose of the sallying is to break the suction of the mud on the hold long enough for the engines to take hold and pull the ship out.

Although navigational aids have almost eliminated the hazard of running aground, sallying ship has not become a lost art. As late as March 1954 the cry rang out aboard



USS Northampton (CLC-1) while she was in the Boston Naval Shipyard.

Northampton wasn't aground; she was tied up at a pier. The reason for the maneuver was to determine the metacentric height of the ship. Using the time roll and the width of the ship in a mathematical formula, an approximation of the metacentric height was determined. The metacentric height gives a measure of the initial stability of the vessel and an idea of her ability to remain afloat after damage or flooding.

A recent change to the Navy Comptroller Manual (paragraph 044363) requested that disbursing officers encourage bond allotment grantors to select a bond plan which will enable them to take advantage of the new "average dating" privilege.

Submarine Medicine Practice Course Is Revised

Objective type questions for the Medical Department correspondence course *Submarine Medicine Practice* (NavPers 10707) are now available for distribution.

Since the text material for the course has not changed, officers who completed the earlier thesis-type course for credit cannot receive additional credit for completion of the revised course.

The course evaluation remains at 32 promotion and retirement points (under the Naval Reserve retirement program) at the rate of four points for each assignment.

Applications for enrollment should be sent to the National Naval Medical School, Bethesda 14, Maryland.

Selection Board Recommends EMs and WOs for LDO

The Navy has announced the names of 135 Regular Navy enlisted men and warrant officers who have been recommended for appointment as Limited Duty Officers. Personnel selected will be commissioned with the permanent rank of ensign.

The names of those selected by the 1954 Limited Duty Officer Selection Board are contained in BuPers Notice 1426. This notice will serve as notification of selection since individual notices of selection or non-selection will not be issued.

Personnel selected for LDO will be ordered to Officer Candidate School, Newport, R. I., for a six-week course of instruction. Candidates will be commissioned on or about 10 Sep 1954.

The breakdown of the total selected for LDO follows: Engineering—31; Electronics—29; Ordnance—27; Aviation Ordnance—11; Deck—10; Supply Corps—8; Aviation Electronics—5; Administration—4; Aviation Operations—3; Aviation Maintenance—2; Aerology—2; Civil Engineering Corps—2; Hull—1.

Voting Information on November Elections

A new pamphlet, now available to voting officers, will enable them to help Navymen exercise their absentee voting privileges during the calendar year 1954.

Titled "Voting Information" (NavPers 15868), the new manual contains a comprehensive resume of voting laws in effect in each of the states and territories.

The manual is designed for use

by voting officers only, however, and is not intended for distribution to individual personnel. Commands may obtain additional copies upon requisition to the appropriate district publication and printing office.

All states will hold elections on 2 Nov 1954, and all Navymen are urged to vote. The offices to be filled this fall are the following:

State	U. S. Senator	Representatives to U.S. Congress	State Governor	Other State Officers
Alabama	Yes	Yes	Yes	Yes
Arizona	No	Yes	Yes	Yes
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	Yes	Yes
Colorado	Yes	Yes	Yes	Yes
Connecticut	No	Yes	Yes	Yes
Delaware	Yes	Yes	No	Yes
Florida	No	Yes	Yes	Yes
Georgia	Yes	Yes	Yes	Yes
Idaho	Yes	Yes	Yes	Yes
Illinois	Yes	Yes	No	Yes
Indiana	No	Yes	No	Yes
Iowa	Yes	Yes	Yes	Yes
Kansas	Yes	Yes	Yes	Yes
Kentucky	Yes	Yes	No	No
Louisiana	Yes	Yes	No	Yes
Maine	Yes	Yes	Yes	Yes
Maryland	No	Yes	Yes	Yes
Massachusetts	Yes	Yes	Yes	Yes
Michigan	Yes	Yes	Yes	Yes
Minnesota	Yes	Yes	Yes	Yes
Mississippi	Yes	Yes	No	No
Missouri	No	Yes	No	Yes
Montana	Yes	Yes	No	Yes
Nebraska	Yes	Yes	Yes	Yes
Nevada	No	Yes	Yes	Yes
New Hampshire	Yes	Yes	Yes	Yes
New Jersey	Yes	Yes	No	No
New Mexico	Yes	Yes	Yes	Yes
New York	No	Yes	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	No	Yes	Yes	Yes
Ohio	Yes	Yes	Yes	Yes
Oklahoma	Yes	Yes	Yes	Yes
Oregon	Yes	Yes	Yes	Yes
Pennsylvania	No	Yes	Yes	Yes
Rhode Island	Yes	Yes	Yes	Yes
South Carolina	Yes	Yes	Yes	Yes
South Dakota	Yes	Yes	Yes	Yes
Tennessee	Yes	Yes	Yes	Yes
Texas	Yes	Yes	Yes	Yes
Utah	No	Yes	No	Yes
Vermont	No	Yes	Yes	Yes
Virginia	Yes	Yes	No	No
Washington	No	Yes	No	Yes
West Virginia	Yes	Yes	No	Yes
Wisconsin	No	Yes	Yes	Yes
Wyoming	Yes	Yes	Yes	Yes

As for the territories, Hawaii will elect a delegate to the U. S. Congress and both Hawaii and Alaska will elect other territorial officers.

For additional information see

ALL HANDS, May 1954, "1954 Voting Information on Primary and General Elections for the Armed Forces," pages 22-25. For further details, consult your voting officer.

Survivor's Annuity Plan Has Many Desirable Features for Navymen and Their Dependents

Are you still wondering whether or not it would pay you to go into the Survivor's Annuity Plan? Here are a few facts which might help you to decide.

Let's first look at the whole survivor's benefits picture. Under present laws, if you die after your retirement from the Navy your survivors would be eligible for the following benefits, in addition to whatever insurance you might have at the time of your death—

- Veteran's Administration compensation or pensions, under the following limited situations:

1. Compensation when the veteran's death is the result of service-connected disability. (Maximum payment to a childless widow is \$75 per month).

2. Pension, on the death of a retired veteran who has a service-connected disability, but whose death is not the result of such disability. However, the disability must have been one for which compensation would have been payable, if 10 per cent or more in degree, and the veteran must also have served at least 90 days in World War II or the Korean conflict. (Maximum payment to a childless widow is here \$48 per month, and then only if her income does not exceed \$1400 per year).

- Funeral expenses not to exceed \$150, if the veteran had wartime or Korean service. If veteran has peacetime service only, he must have been at the time of death receiving disability compensation, or have been discharged or retired for disability incurred in line of duty. Unremarried widow, minor children, and certain unmarried adult children of veterans have right to be buried in a national cemetery.

- Children under 21 of deceased retired personnel may receive medical care and hospitalization, but not dental attention.

- A Navy widow who has not remarried has Navy Exchange privileges (but not commissary rights).

Then there is Social Security, but your dependents probably would not be eligible. Social Security benefits or survivors insurance based upon gratuitous credits granted during military service cannot be claimed

if military retirement pay is based in whole or in part on any portion of period of service between 16 Sep 1940 and 30 Jun 1955. This effectively eliminates the possibility of survivors of deceased retired personnel claiming Social Security benefits, unless the deceased's retirement pay had been awarded by reason of physical disability and the retired pay was based entirely on the disability, without consideration of the years of service.

So as you can see, unless you are carrying a good bit of insurance at the time of your death, your dependents aren't going to have very much cash for day-to-day necessities. That is where the Annuity Plan comes in; it is an excellent opportunity to provide security for your widow, dependent children, or both.

Briefly stated, the plan is as follows: As you near the completion of 18 years' service, you state your desire to participate in the plan, which options you desire, and whether you want your dependent survivors to receive one-eighth, one-fourth or one-half of your *reduced retirement pay*. (Your reduced pay is the full amount to which you are entitled, *minus* whatever amount you must pay to participate in the annuity plan).

The four basic options are:

1. Annuity for your widow, terminating upon her death or remarriage.

2. Annuity for your child or children, terminating when there ceases to be any surviving child unmarried and under the age of 18.

3. Annuity for both the widow and children, terminating upon death or remarriage of the widow; or, if later, on the first day of the month in which there were no surviving unmarried children under 18.

4. Annuity to cover the contingency of the beneficiary's dying before the retired member. This one may include the terms of either options 1, 2 or 3, with the added provision that no further deductions will be made in the retired member's pay after his beneficiary's death.

Annuity options which make provision for children further provide that children who are "incapable of self-support" by virtue of mental defectiveness or physical incapacitation will continue to be covered until their recovery, marriage or death.

From the time you state your desires until you actually retire, *you pay nothing* and are free to change your options or the amount you want your dependents to receive—or you may withdraw from the plan entirely. Once the plan is in operation for you, however, changes cannot be made.

This is an example of how the plan works: If you were a 38-year-old chief petty officer and had a wife whose age was 34, and both of you died in exact conformance with actuarial tables, you would die at age 68 while your wife lived to be 73—the "weaker" sex living on the average five more years than we "he-men" do. (Actuarial tables are the tables used by insurance companies to calculate insurance risks and premiums).

If you sign up for the plan, choosing options 1 and 4 with one-half annuity, \$10.58 a month would be deducted from your retirement pay. Simple arithmetic—\$10.58 a month times 12 months a year times the 30 years you will live (in our example) after retiring—will give you the

amount you actually pay in, or \$3,808.80. When you die at age 68 your wife, who will outlive you by nine years (she's four years younger and will live five years longer) according to actuarial calculations, will receive \$53.51 a month times 12 months times 9 years, or \$6,859.08—nearly twice as much as you paid in.

It would take approximately \$20,000 of commercial insurance to get you the same amount of protection at age 38, insurance that would cost you \$41.80 a month instead of the \$10.58 you pay under the annuity plan. Furthermore, as an enlisted man retiring after 20 years you will be out of the Navy at a relatively young age, making your "employability" greater and the cost of coverage easier to absorb.

While it is true that you "get nothing back" if your dependent or or dependents named as beneficiaries precede you in death, the entire annuity plan is offered only as protection—protection for your wife and children in case you, the wage earner, die and leave them without money coming in every pay day.

WAY BACK WHEN

Frigate First to Round Two Capes

An oncestor of the ottock carrier USS Essex (CVA 9)—a 32 gun, 860-ton frigate of the some name—was the first U. S. warship to round both the Cope of Good Hope and Cope Horn.

She was constructed at a shipyard at Solem, Mass., a result of the voluntary contributions of the local populace.

Named after Essex County, Mass., the 140-faat frigate was launched in September 1799. Three months loter, Essex, under the command af Captain Edward Preble, USN, sailed for the Indian Ocean an a mission to bring back a convoy of American merchant ships from Batavia, Dutch East Indies.

Essex soiled in campany with Congress for the first six days, until the latter was dis-masted in a heavy starm and Essex was left to go on by herself. She continued her mission alone ond rounded the Cape of Gaad Hope early in 1800—the first U. S. warship ta do so.

After she completed her mission in the Indian Ocean she set aut for the Mediter-ranean Sea and raunded the Cape of Good Hope for the second time—the first U. S. mon-of-war to "dauble the Cape." To "dauble" a cape means simply to round it —nat raund it twice.



Loter, during the War af 1812, Essex, this time under Captain David Porter, USN, became the first American man-af-war ta round Cope Horn. It was off St. Cotherine Island, Brazil that Captain Porter conceived the plan to round Cape Horn ta the Pacific where he cauld "replenish" his stores by capturing enemy vessels. After a rough three weeks weothering the starms far which the Horn is fomous, Essex entered the Pacific where she played a big rale in harassing British shipping movements.

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in May.

Films distributed under the Fleet

Midshipman's RamJet Theories Pay Off

A Naval Academy midshipman, whose first experiment with jet engines nearly burned down his family's home, has won first prize for a paper on his ramjet engine theories at a recent aeronautical engineering sciences conference.

The paper by Midshipman Angelo G. Cicolani was submitted to the second annual northeastern conference of the Institute of Aeronautical Sciences held at Massachusetts Institute of Technology. It took first prize among all undergraduate entries.

Basically, Cicolani wants to design a ramjet engine which will be "self starting." Existing ramjet engines (the ramjet is the most efficient ultra-speed aircraft power plant when functioning) must travel at a speed of at least 300 miles per hour before developing enough ram pressure to keep them going.

Cicolani's solution to the problem deals with combining the principle of the jet "educator pump" and a high exhaust-area-to-inlet-area ratio with a ramjet body.

He is trying to work out a patent for the idea and at present is in the process of making a model along these lines.

He hopes this one turns out better than his first jet model, made when he was 16. It was a conventional "pulsating job," constructed around an old tin can and piece of copper tubing. Only trouble was that on its first test it back-fired, that's when he almost burned down the house.

Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Ride Clear of Diablo (1424) (T): Western; Audie Murphy, Dan Duryea, Susan Cabot.

Act of Love (1425): Drama; Kirk Douglas, Dany Robin.

Boy From Oklahoma (1426): Western; Will Rogers Jr., Nancy Olson.

Bait (1427): Adventure Melodrama; Hugo Haas, Cleo Moore.

Dragonfly Squadron (1428): War Drama; John Hodiak, Barbara Britton.

The Man From Cairo (1429): Drama; George Raft, Gianna Maria Canale.

Beachhead (1430): War Drama; Frank Lovejoy, Tony Curtis.

His Majesty O'Keefe (1431) (T): Romantic Adventure; Burt Lancaster, Joan Rice.

Tennessee Champ (1432) (T): Boxing Drama; Dewey Martin, Shelly Winters, Keenan Wynn.

Playgirl (1433) Drama; Barry Sullivan, Shelly Winters, Richard Long.

Drive a Crooked Road (1434): Drama; Mickey Rooney, Dianne Foster.

Miami Story (1435): Crime Story; Barry Sullivan, Luther Adler.

Saskatchewan (1436) (T): Indian Adventure; Alan Ladd, Shelly Winters.

Three Young Texans (1437) (T): Western; Keefe Brasselle, Mitzi Gaynor, Jeff Hunter.

A Yank At Oxford (1438) (Re-issue): Drama; Robert Taylor, Lionel Barrymore.

Fireman Save My Child (1439): Comedy; Hugh O'Brien, Spike Jones and Troupe.

Yankee Pasha (1440) (T): Adventure Drama; Jeff Chandler, Rhonda Fleming, Mamie Van Doren.

Battle of Rogue River (1441) (T): Western Melodrama; George Montgomery, Richard Denning.

Jivaro (1442) (T): Adventure

Drama; Fernando Lamas, Rhonda Fleming.

The Forty-Niners (1443): Western; Bill Elliott, Virginia Grey.

Mad Magician (1444): Murder Drama; Vincent Price, Eva Gabor, Mary Murphy.

The Long, Long Trailer (1445) (T): Comedy; Lucille Ball, Desi Arnaz.

Make Haste To Live (1446): Drama; Dorothy McGuire, Stephen McNally.

Pride of the Blue Grass (1447) (T); Racetrack Drama; Lloyd Bridges, Vera Miles.

Them (1448); Science Fiction; James Whitmore, Edmund Gwenn, Joan Weldon.

Elephant Walk (1449) (T); Drama in Ceylon; Elizabeth Taylor, Dana Andrews, Peter Finch.

Fort Ti (1450) (T); Melodrama; George Montgomery, Joan Vohs.

Knock On Wood (1451) (T): Comedy; Danny Kaye, Mai Zetterling.

The Saint's Girl Friday (1452): Mystery Drama; Louis Hayward, Naomi Chance.

Riding Shotgun (1453) (T): Western; Randolph Scott, Joan Weldon, Wayne Morris.

Gypsy Colt (1454) (T): Story of a Horse; Donna Corcoran, Ward Bond, Frances Dee.

Witness To Murder (1455): Suspense Melodrama; Barbara Stanwyck, George Sanders.

Rob Roy (1456) (T): Romantic Adventure; Glynis Johns, Richard Todd.

Dial M For Murder (1457) (T): Murder Melodrama; Ray Milland, Grace Kelly, Robert Cummings.

White Fire (1458): Mystery Melodrama; Scott Brady, Mary Castle.

Top Banana (1459) (T): Musical Comedy; Phil Silvers, Rose Marie and Broadway Cast.

The Rocket Man (1460): Melodrama; Charles Coburn, Spring Byington.

The Naked Jungle (1461) (T): Adventure Drama; Eleanor Parker, Charlton Heston.

Dangerous Mission (1462) (T): Melodrama; Victor Mature, Piper Laurie.

The Untamed Heiress (1463): Comedy; Judy Canova, Don Barry.

Johnny Guitar (1464) (T): Western; Joan Crawford, Sterling Hay-

den, Mercedes McCambridge, Scott Brady.

Taza, Son of Cochise (1465) (T): Western; Rock Hudson, Barbara Rush.

Riders To The Stars (1466) (T): Space Drama; William Lundigan, Richard Carlson, Herbert Marshall, Martha Hyer, Dawn Addams.

Rhapsody (1467) (T): Romance Musical; Elizabeth Taylor, Vittorio Gassman, John Ericson, Louis Calhern.

The Black Glove (1468): Murder Drama; Alex Nicol.

The Shanghai Story (1469): Melodrama; Ruth Roman, Edmond O'Brien.

Terror Street (1470): Melodrama; Dan Duryea, Alsy Abiinn.

Phantom of the Rue Morgue (1471) (T): Horror Drama; Karl Malden, Patricia Medina, Claude Dauphin, Steve Forrest.

Marjorie Sterrett Battleship Fund Awards to be Made to Ships in Intratype Competition

A little girl's dime is still paying dividends to the U. S. Navy.

The ten cent piece was sent to the Navy in February 1916 by Marjorie Sterrett with these words, "I'm sending you this week's dime to help you build a battleship for Uncle Sam." When the letter was made public several papers throughout the country took up the call and donations flowed in to swell Marjorie's dime to a total of \$22,178.57.

The money was put in a special fund and during the years between World War I and World War II the Marjorie Sterrett Award was presented each year to the turret or gun crews making the highest scores in short-range battle practice and to submarine crews making the highest score in torpedo firing.

During World War II the award was discontinued. When it was presented again in 1949 the provisions had been changed to shift the emphasis from individual groups to ship teamwork. As a result, it was decided to present the award to one ship in each ocean fleet, the winners in each fleet to be picked from the ships awarded the battle efficiency pennants.

In 1948 *uss Providence* (CL 82) and *uss Helena* (CA 75) won the

highly coveted award. *uss Fiske* (DD 842) and *uss Newman K. Perry* (DDR 883) took the honors in 1949 and in 1950 *uss Charr* (SS 328) and *uss Sea Robbin* (SS 407) were the winners. Then came the Korean war and again the award was discontinued.

Now an announcement has been made that two ships each year will be presented the award. Since the battle efficiency competition, as formerly conducted, is not to be resumed, provisions have been made for the Chief of Naval Operations to announce each year the type of ships from which the winners will be picked.

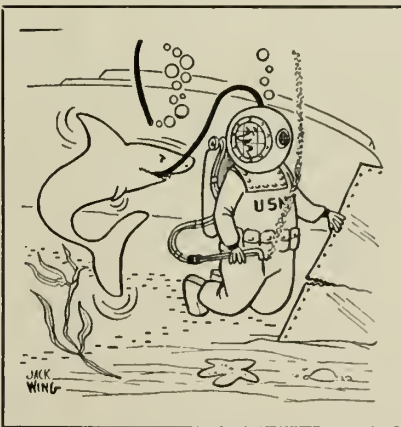
Then the appropriate type commanders in each ocean fleet will choose the winners of the Marjorie Sterrett Award through intratype competition with the two ships splitting the award. The money will go into each ship's recreation fund and the prestige will belong to the crews.

NROTC Officers Selected for Permanent USN Commissions

Two hundred NROTC officers of the line and staff corps have been selected for retention as permanent Regular Navy officers.

The selections are the result of recommendations of boards which convened to consider officers commissioned in the Regular Navy from NROTC sources during the calendar year 1951 and who applied for retention as permanent officers in the Regular Navy.

Selected for retention were 143 Line (General), 41 Line (Aviation) and 16 Supply Corps officers.



"You're just a plain nuisance."

New Scholastic Record Set at Electrician's Mate School

A new scholastic record for the Electrician's Mate Class "A" School at the U.S. Naval Training Center, Great Lakes, Ill., was set by Judd A. Moss, EMFN, when he ended up with a 98.61 grade average.

On completion of the 16-weeks course in electricity, Moss was awarded a meritorious mast by the commanding officer of the Service School Command at Great Lakes. He also received a letter acknowledging his scholastic record as the highest ever attained at the EM school.

Moss gave his success formula as "hard work through the week and liberty on the week end" but he added that "a natural interest in electricity helps too."

The Navy scholar gained practical experience in the field of electricity as a motion picture projectionist in his home town of Rockingham, N. C., before he enlisted in the Navy in June 1952.

Enlisted Correspondence Course For Electronics Technician 3

A new Enlisted Correspondence Course is now available from the U. S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for it.

The new course, *Electronics Technician 3* (NavPers 91373-1), is applicable to the following ratings: AL, AT, ET, ETN, ETR, ETS, RM, RMN, RMT, SO, SOG, SOH, TD, TDI TDR, TDU, TDV and strikers.

Navy men who have completed a course based on the earlier edition of *Electronics Technician 3* may take the new course for repeat credit.

Applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via the commanding officer for personnel on active duty. Naval Reservists who are members of pay units should make application through their Reserve Units.

Other inactive Reservists should forward their applications via the naval district commandant.

Foreign Awards to U. S. Naval Personnel For Service In Korea Is Authorized

BuPers Notice 1650 (18 Jun 1954) gives authorization for Navy-men to wear decorations given them, during the Korean war, by governments of foreign nations whose personnel served with or under the U.N. command.

The authorization covers all awards for the period of hostilities in Korea and one year afterward, with the provision that the awards or decorations must be given for service performed subsequent to 26 Jun 1950 within the territorial limits of Korea or in its adjacent waters.

All awards for service in Korea which are currently being held by the Department of State will be released and the Chief of Naval Personnel will transmit them to recipients as soon as practicable, without the individual's request.

This notice, which stems from Public Law 354 (83rd Congress) means that many thousands of Navy-men will soon be wearing the Korean Presidential Unit Citation Ribbon. Commanding officers will determine eligibility for and authorize the wearing of this ribbon by screening service records or other documentary evidence.

All personnel eligible for individual decorations for service in Korea and for the Korean Presidential Unit Citation (no medal involved) are now authorized to purchase and wear the appropriate ribbons on

their uniform. These ribbons shall be worn after all U. S. and U. N. ribbons.

The following Navy units have been awarded the KPUC for service in Korea during all or any part of the periods indicated below:

The Seventh Fleet—July 1950 to July 1952

Task Force 95—12 Sep 1950 to 3 Aug 1951

Task Force 90—July 1950 to March 1951

Fleet Air Wing Six—July 1950 to June 1951

Fleet Activities, Inchon—15 Sep 1950 to 5 Jan 1951 and 25 Mar 1951 to 31 Aug 1951

Fleet Activities, Wonsan—21 Oct 1950 to 10 Dec 1950

Fleet Activities, Chinnampo — 17 Nov 1950 to 5 Dec 1950

Fleet Activities, Hungnam — 23 Nov 1950 to 9 Dec 1950

Fleet Activities, Pusan — 16 Jul 1950 to 31 Aug 1951

U. S. Naval Advisory Group—February 1952 to February 1953

uss LSIL 1091—7 Mar 1951 to 14 Aug 1951

uss Consolation (AH 15)—11 Aug 1950 to 24 May 1951

uss Haven (AH 12)—18 Oct 1950 to 31 Aug 1951

uss Repose (AH 16) — 16 Sep 1950 to 31 Jul 1951

Surgical Team No. Two—15 Sep 1950 to 15 Oct 1950

Surgical Team No. Three—15 Sep 1950 to 15 Oct 1950

Surgical Team No. Four—15 Sep 1950 to 15 Oct 1950

Here Are Some Rules to Follow On Shipping HHE When You Retire or Enter Fleet Reserve

Only Regular Navy officers and enlisted men are entitled to ship their household effects to the city they select when they retire or transfer to the Fleet Reserve. Moreover, these personnel have only one year from the date they retire or enter the Fleet Reserve to exercise this benefit.

Upon retiring or entering the Fleet Reserve, the individual should indicate on his orders the place he has selected as his permanent home in order to prevent delay in the shipment. In case the individual is undecided as to where he will make his home, he may request "non-temporary storage" of household reshipment.

It should be noted, however, that if transportation costs are involved to move the man's household effects to a place of non-temporary storage, he must later pay for reshipment of his effects to his permanent home.

For example, say you were stationed in Washington, D. C., when ordered to retirement or to the Fleet Reserve. You are advised that the Naval Gun Factory (nearest local household goods shipping activity) does not have any government storage space available and your household effects must be transported to the Naval Supply Depot, Mechanicsburg, Pa.

Since transportation costs would be involved here, the reshipment of your goods from Mechanicsburg to the place you designate as your permanent home would not be authorized at government expense.

Also, when you decide where you will make your permanent home, and you have your goods in non-temporary storage, you'll have to send a certified statement to the shipping officer, indicating the place selected as your home, before shipment can be made.

This statement is required because the regulations state that personnel of the Regular Navy, upon retirement or transfer to the Fleet Reserve, are entitled to shipment to the place they select as their home for the purpose of receiving mileage or an allowance for transportation, as the case may be, for their travel.

Another important item is that

New Enlisted Correspondence Courses Available

Two new Enlisted Correspondence Courses have been made available for enlisted personnel on active or inactive duty.

These courses serve as a means of studying naval subjects for the ratings indicated and also may be substituted for completion of a Navy Training Course.

You may take these courses by seeing your division officer or your education officer and asking for an application for Enlisted Correspondence Course (NavPers 977).

Reservists on inactive duty should request NavPers 977 from their naval district commandant or Naval Reserve training center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Title of Course	NavPers No.	Applicable to Following
Aviation Structural Mechanic Handbook	91622	AM, AMH, AMS
Handbook for Dental Equipment Maintenance and Repair	91689	DA, DN, DR, DT, DTR

your household effects must be *turned over* to a shipping officer and *en route* to your permanent home before the expiration of the one-year time limit.

If you contemplate retiring or transferring to the Fleet Reserve it is a good idea to check with your local shipping officer for complete details.

Applications for Appointment as Ensigns in Medical Service

Corps Open to EMs, WOs, CWOs

Qualified enlisted personnel and warrant officers in the Hospital Corps of the Regular Navy are eligible to apply for appointment in the grade of Ensign (2300), in the Administration and Supply Section of the Medical Service Corps, Regular Navy.

In order to apply for the commission Regular Navy personnel in the Hospital Corps must meet the following requirements:

- Must be serving in a permanent or temporary status of commissioned warrant officer, warrant officer, chief hospital corpsman, chief dental technician, hospital corpsman first class or dental technician first class.

- Must have been serving as a petty officer, first class or higher, for a period of at least one year prior to the date scheduled for the professional examination—usually around 15 May of each year.

- Must be a citizen of the U.S., at least 21 and under 32 years of age at the date of appointment.

- Must be physically qualified.

- There are no dependency restrictions for male applicants, but a female applicant is not eligible for consideration if she has personal custody of a child under 18 years of age, or if she is the mother of a child under 18 to whom she has not lost all rights of custody and control through formal adoption proceedings.

- Educational requirements—Applicants must have (1) successfully completed four semesters (two years) of work toward a degree in an accredited college or university, or (2) satisfactorily completed the USAFI Educational Qualification Test 2CX prior to 1 Jan 1954, or (3) must be a high school graduate or have the service-accepted equivalent as set forth in BuPers Instruction

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (a) Chairman of the Joint Chiefs of Staff.
2. (a) Admiral Arthur W. Radford, USN.
3. (c) Journalist.
4. (b) 1948.
5. (b) AJ-1 Savage.
6. (a) The heaviest aircraft to land on a carrier. A heavier aircraft, the P2V has taken off from a carrier but has never landed.

1560.1, and have a GCT or ARI score of at least 60.

The results of tests given must be available in the applicant's record in the absence of the formal educational requirement at the time of submission of his formal application. Those candidates whose nominations are accepted will be given the Officer Selection Test, which will be forwarded to the commanding officers of eligible applicants prior to the date the test is to be given.

- Applicants must satisfactorily complete the written professional examination.

- Applicants must have no record of conviction by courts-martial for the two-year period preceding the date of written examination.

Additional information regarding the proper procedure for application for appointment to ensign under this program is contained in BuPers Inst. 1120.15A dated 20 Apr 1954.

If You're Shipping Your HHE, See This Film on How to Do It

A training film which is a "must" for all married men has been produced and sent out to various naval activities.

Dealing with "Shipment of Household Goods," the film stresses proper shipment of household goods, responsibility of the household goods shipping office, the owner and the carrier.

The film has been disseminated to all Naval Supply Centers, Naval Supply Corps Schools, Naval District Training Aids Sections and Aviation Film Libraries.

Tips from the film may help individuals when the next transfer comes along and may eliminate many of the headaches in preparing household goods for shipment.

Courses Ready on Military Government And Merchant Ship Communications

Two new officer correspondence courses are now available at the U. S. Naval Correspondence Course Center, Brooklyn, N. Y.

They are *Merchant Ship Communications* (NavPers 10917), designed primarily for the naval communication liaison officer, and *Military Government* (NavPers 10718), designed for officers having duties or prospective mobilization billets in military government. Both courses are unclassified.

The major emphasis of *Merchant Ship Communications* is on maritime communications in wartime and on the NCLO as a liaison agent. It is desirable, but not absolutely necessary, that the student have some prior acquaintance with naval communications procedure. Presented in six assignments, this course carries 12 points Naval Reserve credit.

Military Government covers the general theories, policies, and principles of American military government.

This course was originally prepared and administered by the U. S. Army as *Common Subcourse No. 31*. Presented in six assignments, the course carries seven points Naval Reserve credit.

Application for enrollment in either course should be made on form NavPers 992 and forwarded via official channels to the Naval Correspondence Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Course on Medical Department Administration To Be Revised

A Medical Department correspondence course has been temporarily withdrawn from the Correspondence Training Division, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Md.

The correspondence course titled *Medical Department Administration* (NavPers 10847) has been withdrawn from the list of courses at the Medical School pending a revision which is now in progress. When the revision of this course is completed it will be announced in ALL HANDS.

Round-Up of New Legislative Action Under Consideration Of Interest to Naval Personnel

Here is the latest round-up of legislation of interest to naval personnel to come out of the second session of the 83rd Congress.

This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The following list relates to Congressional action taken during the month since the last round-up.

Further information on legislation pertaining to the Navy and naval personnel will be carried in forthcoming issues as action is taken.

Temporary Appointments — Public Law 407 (evolving from S. 3524 and H. R. 8635): authorizes the President to affirm appointments of certain officers holding appointments under Public Law 188. Thereafter they are considered to hold appointments under the applicable provisions of the Officer Personnel Act. The law also provides severance pay for certain Regular Navy officers serving under permanent appointments who have failed twice for selection for promotion under Public Law 188.

Defense Appropriations — H. R. 8873: Public Law 458, approved 30 June authorized appropriations for 1955 for the Army, Navy, Air Force and other Defense agencies of just under \$29 billion with approximately \$11 billion being allotted the Air Force, \$10 billion the Navy and Marine Corps and \$7½ billion the Army.

Reenlistment Bonus — S. 3539: reported favorably by Senate Armed Services Committee; would establish a new system of paying reenlistment bonuses. The formula for figuring the amount of the bonus due would provide for a fraction of the Navyman's monthly basic pay to be multiplied by the number of years contracted for in his new enlistment. The fraction would be largest for the first reenlistment and would decrease for subsequent reenlistments, ending entirely after 20 years' service. Personnel would be given the option of taking their reenlistment pay under the new bill or under the former provisions of law.

Medical Facilities — H. R. 9697: introduced; would provide that in cases where sufficient medical facilities are not available for dependents of armed forces for various types of illnesses, that these dependents shall be authorized to get treatment from civilian physicians and surgeons. However, one provision of the bill states that when a dependent goes outside the armed forces for medical care, he or she shall bear the first \$10 of cost himself.

Incentive Pay — S. 3573 and S. 3574: introduced; would add duty involving the use of helium-oxygen for a breathing mixture in deep sea diving and duty involving low pressure chamber and acceleration experiments to the list of those rating hazardous duty pay.

Savings Deposits — S. 3284: introduced and favorably reported by Senate Armed Services Committee; makes uniform for all the armed forces a savings deposit system for enlisted personnel in lieu of present systems. Interest under this legislation would remain at four per cent.

Navy Selects 1434 PO1s For Promotion to CPO Status

The Navy has announced that 1434 first class petty officers have been selected for promotion to chief petty officer, acting appointment.

This year the advancements will be in four increments, the first of which was 16 Jun 1954. The other advancement dates are 16 Aug 1954, 16 Nov 1954 and 16 Jan 1955.

There were 25,000 first class petty officers who took the examinations for CPO in February 1954. Of this number, 8000 passed. The number of men to be advanced was controlled by budgetary limitations and vacancies in the various ratings.

In addition to the personnel listed in the enclosures of BuPers Notice 1430 of 30 Apr 1954, there were other candidates in various ratings who successfully passed the exam but who cannot be advanced at this time. Additional quotas for advancement in certain of these ratings may be granted, however, before the next examination.

Personnel who are not included on the current advancement list or on a subsequent list issued prior to the next pay grade E-7 examinations, must again take the exam.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have a consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply a all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 18 — Gives instructions to personnel who have "lost time" during an enlistment or extension, concerning refund of part of their enlistment bonus.

No. 19 — Announces eight three-year scholarships at Valley Forge Military Academy for sons of Regular Navy officers.

No. 20 — Expresses condolences on the occasion of the death of Charles F. Adams, Secretary of the Navy from 1929 to 1933.

No. 21 — Announces the convening of a selection board to recommend officers on active duty for temporary promotion to the grade of rear admiral.

No. 22 — Publishes the action taken on the involuntary release of certain Naval Reserve officers from active duty, the selection of Naval Reserve officers for retention in or assignment to the TAR program and the selection of certain officers for active duty agreements.

No. 23 — Gives promotion zones for consideration for promotion to the grade of rear admiral for Staff Corps officers on active duty.

BuPers Instructions

No. 1120.21 — Announces an annual program and gives the eligibility requirements for appointment of Regular and Naval Reserve officers and enlisted personnel as Special Duty Officers (Law) in the Regular Navy.

No. 1552.5 — Tells who may apply to get on the mailing list for the "Naval War College Review."

No. 1741.6A — Concerns use of revised DD Form 93 to designate a beneficiary or change a beneficiary



"God, Sir, this old canopy sticking shut again?"

—E. E. NICHOLS, ADAA USN

on a Serviceman's Indemnity Policy.

No. 5510.3C — Publishes a revised list of schools and courses for which security clearance is required and emphasizes to commands that prospective students at these schools should be cleared for access to classified material before they are detached and transferred to such duty.

BuPers Notices

No. 1440 (3 Jun 1954) — Establishes the procedure for assigning emergency service ratings to Fire Control Technician (FT) of the Naval Reserve and Fleet Reserve, and notifies Damage Controlmen of increased responsibilities which are theirs for atomic, biological and chemical warfare defense knowledge.

No. 1440 (4 Jun 1954) — Continues the commanding officer's authority to make changes in rate to or from airman and airman apprentice.

No. 1710 (7 Jun 1954) — Sets down regulations governing Navy participation in rifle and pistol tournaments, including All-Navy competition.

No. 1412 (7 Jun 1954) — Lists the names of women officers of the Supply and Medical Service Corps of the Navy selected for permanent promotion to the grade of lieutenant commander.

No. 1130 (7 Jun 1954) — Authorizes the discharge and reenlistment in the Regular Navy of certain Naval Reserve personnel in pay grades E-6 and E-7 whose transfer to the Regular Navy was earned in the February 1954 exams.

No. 1030 (9 Jun 1954) — Cancels certain reports on fiscal matters which are no longer required.

No. 1742 (9 Jun 1954) — Sum-

marizes absentee voting information for personnel of the armed forces for 1954.

No. 1650 (14 Jun 1954) — Suspended temporarily the issuance of the Navy and Marine Corps Good Conduct Medal pending a revision of the Navy and Marine Corps Awards Manual.

No. 1412 (17 Jun 1954) — Lists warrant and commissioned warrant officers of the Regular Navy selected for promotion to W-2, W-3 or W-4 grade.

No. 1520 (22 Jun 1954) — Calls for applications for Rhodes Scholarships from eligible Regular Navy and Marine Corps officers.

NavCad Program Open To Regular and Reserve EMs

Applications for flight training are desired from enlisted personnel of the Regular Navy, the Regular Marine Corps and their active duty Reserve components.

To be eligible to apply under the provisions of BuPers Inst. 1120.20, enlisted men must have completed two years at an accredited college or university, or have the service-accepted equivalent. Personnel who have one year of college or have the service-accepted equivalent and who have attained Basic Test Battery scores of 120 for GCT plus ARI and 58 for MECH are also eligible.

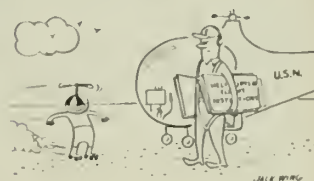
If the service-accepted equivalent of one year of college is used in qualifying, the applicant must present a certificate of graduation from an accredited high school or secondary school or have the service-accepted equivalent.

In addition applicants must be at least 18 but less than 25 years of age on the date the application is submitted. They must also sign a contract agreeing to remain on active duty for four years from the date of first reporting to active duty in the grade of Naval Aviation Cadet, unless sooner released by SecNav.

Only unmarried personnel may apply and they must be physically qualified and "aeronautically adapted" for the actual control of aircraft in accordance with the current edition of the *Manual of the Medical Department, U.S. Navy*.

Full details on the program can be found by consulting the instruction.

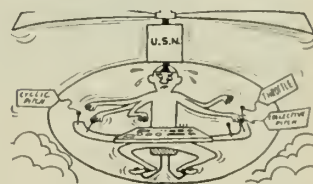
Here's a Navyman who has all the troubles of a one-armed paperhanger — the pilot who flies a helicopter. The 'capter pilot has two contrals which must be manipulated by his left hand, a third by his right, and a pair of pedals to keep both feet occupied. A crowded instrument panel reminds him of the whirling rotor above and the smaller ratar behind. All this calls for coordination. As if this isn't enough, he must also consider what is



going an outside of his bubble cockpit.

To get off the ground, he pulls up on the "collective pitch" stick with his left hand. This causes the ratar to take bigger "bites" of air. With the same hand, he adjusts the matarcycle type throttle far more power and keeps the ratar speed constant. As the capter lifts it tends to ratate. To prevent this, the foot pedals must be used to adjust the amount of power going to the small rotor at the end of the tail. To hover, the contrals are again adjusted until lift just equals the machine's weight.

Far horizontal flight, the "cyclic pitch stick" at the pilot's right hand is pushed in the desired direction. This causes the entire rotor to tilt in one direction, thus producing more lift on



one side than the other and diverting some power to harizontal motion. Changes in speed require changes in power, so the left hand is kept busy with the throttle. As engine power changes, the thrust produced by the tail ratar must be varied so as to keep the capter painted in the same direction. This is done with the tail or foot ratar pedals. Landing is simple enough. It merely involves going through the whole procedure again—in reverse.

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

Gold star in lieu of third award:

- ★ GRIGGS, Gale E., CAPT, USN, CO of USS *Manchester* (CL 83) and Commander of numerous Task Elements from 27 Feb to 26 Jun 1953. Combat "V" authorized.
- ★ HILL, Andrew J., CAPT, USN, on the staff of Commander Seventh Fleet from 16 Feb to 27 Jul 1953. Combat "V" authorized.
- ★ HORNEY, Harry R., CAPT, USN, CO of USS *Bataan* (CVL 29) from 21 Apr to 13 Aug 1952 and from 11 to 27 Feb 1953. Combat "V" authorized.
- ★ JACKSON, Andrew M., CAPT, USN, Chief of Staff to Commander Carrier Division Five and Commander Task Force 77 from 16 Sep 1952 to 24 Jan 1953. Combat "V" authorized.
- ★ McDANIEL, Eugene F., CAPT, USN, Commander Destroyer Squadron Five from 9 May to 27 Jul 1953. Combat "V" authorized.
- ★ MELSON, Charles L., CAPT, USN, CO of USS *New Jersey* (BB 62) and Commander Task Group 70.1 from 8 Apr to 27 Jul 1953. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ MCCOY, John C., LTJG, USN, attached to Fighter Squadron 111 on 19 Jul 1953.
- ★ MCCracken, Donald W., LTJG, USN, serving in Fighter Squadron 874 on 20 Sep 1951.
- ★ MCKELLAR, Edwin D., Jr., LTJG, USN, attached to Composite Squadron 61 and serving on additional duty with Fighter Squadron 121 on 25 Apr 1953.
- ★ McNEIL, Wilfred J., Jr., LCDR, USN, serving in Fighter Squadron 153 on 20 Apr 1953.
- ★ MELHUSE, Arthur N., LCDR, USN, serving in Fighter Squadron 194 on 25 Jul 1953.
- ★ MILLER, Gerald E., LCDR, USN,

serving in Fighter Squadron 153 on 6 May 1953.

- ★ MOORE, John M., Jr., LT, USN, attached to Fighter Squadron 51 on 3 May 1953.
- ★ MUELLER, Gregg, LCDR, USN, attached to Fighter Squadron 51 on 3 May 1953.
- ★ NEEL, Walter P., LCDR, USN, (posthumously), serving in Attack Squadron 65 from 23 Mar to 18 Apr 1952.
- ★ OBEY, Roland J., LCDR, USN, serving in Attack Squadron 95 on 20 Feb 1953.
- ★ OVERTON, James B., LTJG, USNR, serving in Composite Squadron Three, Carrier Air Group Five on 5 Mar 1953.
- ★ OWENS, Thomas P., LT, USNR, serving in Composite Squadron 35 on 11 Apr 1953.
- ★ PAINTER, Francis E., ENS, USNR, (posthumously), serving in Fighter Squadron 153 on 6 May 1953.
- ★ PARKS, John E., CDR, USN, Commander, Carrier Air Group 15 on 6 May 1953.
- ★ PETERS, John E., LT, USNR, serving in Fighter Squadron 54 on 27 Apr 1953.
- ★ PETERSON, Oren, LTJG, USN, serving in Fighter Squadron 194 on 14 Jun 1953.
- ★ PURVIS, Elvis E., LTJG, USN, serving in Fighter Squadron 194 on 17 May 1953.
- ★ ROBERTS, James W., LTJG, USNR, serving in Fighter Squadron 874 on 18 Aug 1951.
- ★ ROSSEN, Frank W., Jr., LCDR, USNR, serving in Attack Squadron 702 and serving with Carrier Air Group 101 on 25 May 1951.
- ★ ROWLANDS, David M., LTJG, USNR, serving in Fighter Squadron 781 on 18 Nov 1952.
- ★ RUSSELL, George E., LTJG, USN, attached to Fighter Squadron 51 on 3 Jan 1953.
- ★ SABIN, Nelson, LT, USN, attached to Composite Squadron 35 and serving with Fighter Squadron 194 on 23 May 1953.
- ★ SEAWELL, Albert, Jr., LT, USNR, attached to Fighter Squadron 53 on 9 Mar 1953.
- ★ SELLS, Charles H., ENS, USNR (posthumously), serving in Fighter Squadron 94 on 25 Jul 1953.
- ★ SHACKFORD, Lester B., Jr., ENS, USNR, serving in Helicopter Squadron One, Unit 18, on 4 Mar 1953.
- ★ TAYLOR, Leroy Z., LTJG, USNR, serving in Composite Squadron 61, attached to Carrier Air Group 11, on 20 Jul 1952.

Gold star in lieu of second award:

- ★ ADY, Howard P., Jr., CDR, USN, Commander Carrier Group 101 on 12 Oct 1952.
- ★ BERREY, Samuel B., CDR, USN, CO of Attack Squadron 95 on 16 Jun 1953.
- ★ BRANHAM, Horace C., LCDR, USNR, serving in Attack Squadron 125 on 21 Jan 1953.
- ★ DAVIS, Homer B., LT, USNR, serving in Fighter Squadron 781, attached to Carrier Air Group 102 on 7 Oct 1951.
- ★ EPES, Horace H., LCDR, USN, CO of Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.
- ★ FELTON, Robert E., LT, USN, serving in Helicopter Squadron Two, temporarily attached to Mine Squadron Three, on 31 Mar 1951.
- ★ GREEN, Laurence B., LCDR, USN, attached to Fighter Squadron 53 on 14 Mar 1953.

Gold star in lieu of third award:

- ★ BATTEN, Hugh N., LT, USN, attached to Fighter Squadron 91 on 18 Jul 1953.
- ★ McDOWELL, Wilfred O., LCDR, USNR, serving in Attack Squadron 155 on 6 May 1953.
- ★ NALL, Royce L., LCDR, USN, serving in Composite Squadron 61, attached to Carrier Air Group 11 on 20 Jul 1952.
- ★ POWELL, Rolan D., LT, USNR, attached to Composite Squadron 61 and serving on additional duty with Fighter Squadron 121 on 25 Apr 1953.
- ★ SINGLETON, Royce A., LCDR, USN, serving in Fighter Squadron 94 on 30 Jun 1953.
- ★ STENSTROM, Joseph E., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

Gold star in lieu of fourth award:

- ★ BARBOR, Robert T., LT, USN, serving in Composite Squadron Three on 26 Jan 1951.
- ★ CAIN, James B., LCDR, USN, serving in Fighter Squadron 172 on 9 Oct 1951.
- ★ EVANS, Halbert K., CDR, USN, (posthumously), CO of Attack Squadron 75 on 21 Oct 1952.
- ★ KINSELLA, James J., LCDR, USN, serving in Fighter Squadron 52 on 16 Jul 1953.
- ★ WATTS, Donald L., Jr., LCDR, USNR, CO of Fighter Squadron 874 on 11 July and 3 Oct 1951.

Gold star in lieu of fifth award:

- ★ BEAUCHAMP, Ernest M., LCDR, USN, serving in Fighter Squadron 51 on 11 Sep 1951.

Gold star in lieu of seventh award:

- ★ DUNCAN, George C., CDR, USN, serving in Fighter Squadron 54 on 3 May 1953.



"For heroic or meritorious achievement or service during military operations..."

- * FITZ, Harold F., IIM3, USNR, serving with a Marine Infantry Company on 24 Feb 1951. Combat "V" authorized.
 - * FITZGERALD, Joseph C., LCDR, ChC, USN, serving with a Marine Artillery Regiment from 14 Jan to 15 Jul 1951. Combat "V" authorized.
 - * FITZPATRICK, Francis J., CDR, USN, CO of *uss Arnold J. Isbell* (DD 869) from 19 Feb to 22 Jun 1952. Combat "V" authorized.
 - * KENNEDY, John H., LT, MC, USNR, serving with a Marine Infantry Regiment from 21 Oct 1952 to 4 Apr 1953. Combat "V" authorized.
 - * HAMPTON, Donovan E., Jr., HM1, USNR, attached to a Marine Infantry Battalion on 27 May 1951. Combat "V" authorized.
 - * HAYES, George A., CDR, USN, CO of *uss Brown* (DD 546) and Commander Task Element 95.28 from 29 Jul to 15 Nov 1952. Combat "V" authorized.
 - * HOLLOWAY, Raymond R., HM3, USN, attached to a Marine Infantry Company on 1 Feb 1951. Combat "V" authorized.
 - * HOPKINS, Melvin, HM3, USN, serving with a Marine Infantry Company on 11 Mar 1951. Combat "V" authorized.
 - * JENNINGS, Robert E., HM3, USNR, serving with a Marine Infantry Company on 19 Jun 1951. Combat "V" authorized.
 - * KAVANAGH, Thomas M., HM3, USNR, serving with a Marine Infantry Company on 24 Nov 1952. Combat "V" authorized.
 - * KELSEY, Leonard G., HM1, USN, attached to a Marine Infantry Battalion on 23 and 24 Apr 1951. Combat "V" authorized.
 - * KILLEEN, Patrick A., LTJG, ChC, USN, attached to a Marine Signal Battalion from 15 to 21 Sep 1950. Combat "V" authorized.
 - * KLINE, James W., ENS, USNR, officer-in-charge of a Beach Reconnaissance Demolition Team on night of 12-13 Jul 1952. Combat "V" authorized.
 - * LARKIN, Daniel F., Jr., USN, on the staff of Commander Cruiser Division Five from 21 Nov 1952 to 19 Apr 1953. Combat "V" authorized.
 - * LATON, Henry R., BTC, USN, serving in *uss Barton* (DD 722) on 16 Sep 1952. Combat "V" authorized.
 - * LEAHY, Harold G., CDR, USN, CO of *uss John A. Bole* (DD 755) from 2 Feb to 26 Jun 1952. Combat "V" authorized.
 - * LEES, James S., LCDR, USN, on the staff of Commander Service Division 31 and on temporary additional duty as Commander of a Task Unit under Commander Task Group 92.1, from 20 Jan to 9 Feb 1953.
 - * LOCKWOOD, Burton G., LT, USN, serving in *uss Bremerton* (CA 130) from 12 May to 6 Sep 1952 and from 5 May to 18 Jun 1953. Combat "V" authorized.
 - * LOGENBERGER, Henry, LT, USNR, attached to an Army Infantry Company on 24 Dec 1950. Combat "V" authorized.
 - * MANN, William C., Jr., LCDR, USN, on the staff of Commander Carrier Division One and Commander Task Force 77 from 23 Jun to 18 Dec 1952. Combat "V" authorized.
 - * MAVIS, Carroll A., HM3, USNR, serving with a Marine Infantry Company on 21 Feb 1951. Combat "V" authorized.
 - * MAYER, Joseph A., HN, USN, serving with a Marine Infantry Company on 8 Dec 1950. Combat "V" authorized.
 - * MOSIER, Robert G., HM3, USN, attached to a Marine Infantry Battalion on 11 Dec 1950. Combat "V" authorized.
 - * MURPHY, James E., LCDR, USN, CO of *uss Devastator* (AM 318) from 9 Feb 1952 to 1 Jan 1953. Combat "V" authorized.
 - * O'NEAL, Larry E., HN, USN, serving with a Marine Infantry Company on 9 Dec 1950. Combat "V" authorized.
 - * O'NEILL, John W., LT, USN, CO of *uss Murrelet* (AM 372) from 14 Aug 1951 to 19 Jun 1952. Combat "V" authorized.
 - * PACE, Robert E., Jr., LTJG, MC, USNR, serving with a Marine Infantry Battalion and a Medical Company from 11 Nov 1950 to 20 Jun 1951. Combat "V" authorized.
 - * RADEL, Frederick M., CDR, USN, CO of *uss Gurke* (DD 783) from 14 Feb to 10 May 1952. Combat "V" authorized.
 - * SANBORN, Neal D., LTJG, MC, USN, serving with a Marine Artillery Battalion on 21 Jul 1951. Combat "V" authorized.
 - * SHEA, Donald F., HN, USN, serving with a Marine Infantry Company on 3 Mar 1951. Combat "V" authorized.
 - * SMITH, David M., HM2, USN, serving with a Marine Infantry Battalion on 23 and 24 Apr 1951. Combat "V" authorized.
 - * SMITH, James E., CDR, USN, serving in *uss Missouri* (BB 63) from 17 Oct to 14 Feb 1953. Combat "V" authorized.
 - * ST MARY, John F., LT, MC, USNR, serving with a Marine Infantry Regiment from 5 May to 10 Jul 1951. Combat "V" authorized.
 - * THOMPSON, Thomas C., HM2, USN, serving with a Marine Headquarters Battalion on 7 Dec 1950. Combat "V" authorized.
 - * VAN LEUNEN, Paul, CDR, USN, on the staff of Commander Seventh Fleet from 24 Mar 1952 to 14 Mar 1953. Combat "V" authorized.
 - * VASUSKY, Eugene P., HN, USN, serving with a Marine Infantry Company on 27 Sep 1950. Combat "V" authorized.
 - * VON LACKUM, Leroy F., LTJG, MC, USNR, serving with a Marine Infantry Battalion on 11 Jun 1951. Combat "V" authorized.
 - * WESCHE, Otis A., CDR, USN, CO of *uss Southerland* (DDR 743) from 14 Feb to 14 Jul 1952. Combat "V" authorized.
 - * WESTFALL, Wilbur W., CDR, MC, USNR, serving with a Marine Aircraft Group from 13 Aug 1952 to 1 May 1953. Combat "V" authorized.
 - * WHITE, William, HM3, USN, serving with a Marine Infantry Company on 29 May 1951. Combat "V" authorized.
 - * YONKA, Robert J., HN, USN, serving with a Marine Weapons Company on 9 Jun 1951. Combat "V" authorized.
 - * ZIMMERMAN, Robert G., LT, USNR, CO of *uss Kite* (AMS 22) from 22 Jan to 6 Dec 1952. Combat "V" authorized.
- Gold star in lieu of second award:**
- * BERNDTSON, Arthur H., CDR, USN, CO of *uss Stickell* (DDR 888) from 19 Feb to 10 Aug 1952. Combat "V" authorized.
 - * BRUMBY, Edward, CAPT, USN, on the staff of Commander Naval Forces, Far East, from 11 Sep 1950 to 13 Feb 1951 and from 11 May 1951 to March 1952.
 - * ECKERT, Kenneth E., BM2, USN, attached to *uss Horace A. Bass* (APD 124) from 21 Apr to 3 May 1952. Combat "V" authorized.
 - * JOHNSON, Howard A., CDR, MC, USN, attached to the First Marine Division from 3 Nov to 11 Dec 1950. Combat "V" authorized.
 - * VASUSKY, Eugene P., HN, USN, attached to a Marine Infantry Company on night of 27 Nov 1950. Combat "V" authorized.
 - * WITTENOW, Joseph F., CDR, USN, serving as Operations Officer and subsequently as Supervisor, Shipping Control Authority for the Japanese Merchant Marine from June 1950 to April 1952.
- Gold star in lieu of third award:**
- * BASSETT, Leonard F., CDR, USN, serving in *uss Iowa* (BB 61) from 8 Apr to 12 Jul 1952. Combat "V" authorized.
 - * HUBBARD, Miles H., CAPT, USN, CO of *uss Bremerton* (CA 130) from 22 Jul to 6 Sep 1952. Combat "V" authorized.
 - * HUTCHINSON, George, CDR, USN, chief staff officer on the staff of Commander Service Division 31 from 1 Nov 1951 to 1 Mar 1953.
 - * RATLIFF, William K., CDR, USN, serving as CO of *uss John W. Thomason* (DD 760) from 8 Mar to 26 Jun 1952. Combat "V" authorized.

BOOKS:

VOLUMES OF HISTORY, FICTION ARE ON AUGUST READING LIST

SALTY yarns are among the many new books now on their way to ship and shore libraries. Here are reviews of several of the latest, chosen for Navy men by the BuPers library staff:

- *Epics of Salvage*, by David Masters; Little, Brown and Company.

The task of salvaging and repairing vessels has often confronted the sailor—be he a Navyman or a merchant mariner. This book, a collection of some of the most unusual and difficult salvage operations undertaken during World War II, will therefore have special appeal to Navy readers.

SONGS OF THE SEA



Sailing by the Lowlands

We now are youthful sailors;
We are not far from shore;
But soon we mean to journey
The ocean o'er and o'er.
For little ships, they say,
Close up to land must keep,
But soon we hope to launch away,
And dash across the deep.
Chorus—
Now we sail along the lowlands, lowlands,
lowlands,
But we soon shall leave the peaceful
shore;
And away from all the lowlands, lowlands,
lowlands,
We will roam the wondrous ocean o'er.
—Old Naval Song

Among the stories told is the incident concerning the British ships *Queen Elizabeth* and *Valiant*. Late in 1941, Italian volunteers, riding "torpedo chariots," sank these two vessels—then the only British capital ships in the Mediterranean. Because of the shallow harbor, the decks of the vessels were above water and remained upright. The British contrived to keep the disaster a secret. Parties were given aboard *Queen Elizabeth* to deceive Italian spies. Eventually the ships were refloated and repaired. The Italians had failed to take advantage of their momentary sea supremacy.

There are 27 other episodes, including searches for gold and the refloating of the *Georgic*. An account of the raising of the *Normandie (Lafayette)* is one of the most interesting.

Salvage experts were flooded with all sorts of gratuitous ideas as to how to save the ship—ranging from filling the vessel with pingpong balls to other "mad dreams" even more illogical.

- *George Washington's America*, by John Tebbel; E. P. Dutton and Company.

This volume, the latest of many written about Washington, takes advantage of the best modern scholarship on Washington's life as well as the large quantities of contemporary material available, including the first president's letters and diaries.

It is not a biography in the usual sense. Rather it is a chronicling of Washington's journeys about the country and an attempt to show "how he looked to the nation and how the nation appeared to him." In short, it is an effort to bring to life the "face on the schoolroom wall."

The reader will learn what Washington ate, how he dressed, how he traveled—described in Washington's own words and those of his friends and associates. He'll learn of Washington's quest for "honor," his life as a general and as president. And running through it all is the ever-present desire of Washington simply to return to Mount Vernon and be a "gentleman farmer."

Those of us who fall into the category of "general readers" will find lots of fascinating information to supplement the "story book" image we acquired of the "Father of our Country."

- *Don't Tread on Me*, by CAPT Walter Karig, USN, with CAPT Horace V. Bird, USN; Rinehart and Company.

Here's a historical novel dealing with "the exploits, military and gallant" of Commodore John Paul Jones.

The yarn is told in the words of one Manesseh Fisher, a New England sailmaker's apprentice who stows away on a vessel skippered by Jones.

Fisher is at Jones' side in one capacity or another through the capture of Nassau early in the American Revolution to the great victory over the British man-o'-war, *Serapis*.

Jones, who was master of a ship at 20, is portrayed as a man with an uncanny knowledge of the sea and ships, a man with a flair for the dramatic, a penchant for quoting Shakespeare and, above all, a burning desire to fulfill his destiny.

Although the book is a novel and not a "fictionalized biography" care has been taken to insure accuracy of the many details.

Navy men who like their historical novels well-flavored with ocean spray and derring-do will find lots to enjoy in this volume.

- *Twilight of the Dragon*, by Peter Bourne; G. P. Putnam's Sons.

China, at the turn of the last century, is the setting for this suspenseful novel.

The Boxer movement is on the upswing and the conflict between Western-minded Chinese and those who wish to drive the "foreign devils" out grows increasingly worse. Missionaries are slain. Western sympathizers are punished.

Involved in this complicated plot are Wen Chin, a Chinese youth who had been adopted by a missionary, his foster brother, Randall Lockhart, a young Chinese noblewoman, Sweet Virtue, and various and sundry others including the Dowager Empress.

Mystery, intrigue and a "shooting war" add to the excitement of this novel which highlights the end of an era.

RAILROAD NAVY



THE NAVY IN FRANCE — 1918

The U.S. Navy had an answer to Germany's "Big Bertha" of World War I. It was the large-caliber naval guns mounted on railway cars. The story of this unusual naval operation is told in the official account edited by Navy's Historical Section, entitled "The United States Naval Railway Batteries in France."

The idea of taking several of the Navy's biggest guns and mounting them as long-range artillery pieces in support of the World War I ground forces in France had been considered for some time.

Now two events occurred which gave the brainstorm added impetus. The first was the decision to stop construction of several projected battle cruisers for the Navy, and instead build destroyers and light craft. As a result, the Navy found itself with an abundant supply of large-caliber rifle replacements.

The second was the shelling by the Germans in March of 1918 of a church in Paris. It had been Good Friday and the church was jammed. Suddenly a shell from a German battery some 75 miles away crashed through the roof and exploded, killing 75 and injuring 90. Although the Germans had been shelling Paris for some weeks, this shelling speeded up the answer to the German "Big Bertha"—the U.S. Navy's railway guns.

By May, the first of five 14-inch rail-mounted guns that were to find their way to France before the war ended had been completed and tested. Some 20,000 officers and men had eagerly volunteered to join the expedition; a chosen few were selected and trained.

By August, the first guns had been successfully shipped to France, assembled at the port of St. Nazaire

and rushed to the front. The news of the coming of the battery had somehow spread across France and its progress toward Paris was like a triumphal procession. All along the route crowds assembled, cheering the American naval gunners. Girls threw garlands around the guns' long snouts.

However, the Germans evidently learned of them too, for no sooner had the railway caravan reached the front than the enemy withdrew his huge weapon (at least never again put it to use).

But there were still plenty of other worthwhile targets to fire at. Operating at various points along the front line, the batteries tore into enemy railroads, cut important lines of communication, blew up ammunition dumps and bases and scattered destruction far in the rear of the German trenches.

This book supplement pieces together the story of this achievement from excerpts of the official account of the expedition, taken from "The United States Naval Railway Batteries in France" edited by the Historical Section of the Navy Department in 1922. Although not a sparkling adventure story of derring-do, it is nevertheless a little-known and unusual exploit that deserves a place in the annals of unique jobs well done by the naval service.

FUNDAMENTALLY EACH BATTERY consisted of a 14-inch 50-caliber naval rifle carried on a special railway mount, together with ammunition cars and auxiliary cars. The gun, with a muzzle velocity of 2,800 foot-seconds, had a maximum range of 42,000 yards.

Firing could be effected between angles of zero to 43° elevation. At angles of elevation ranging from zero to 15° the gun could be fired with no support other than the trucks. For firing at any angle within the range of 15° to 43° elevation, it was necessary to place the gun car over a suitable pit foundation to allow clearance for the 44-inch recoil of the gun.

When on this foundation the mount was fixed, and its position remained the same for successive shots. When firing at the lower angles upon the track, the energy of recoil was absorbed by the car, which traveled backward on the rails.

The railway battery was designed to provide utmost freedom from difficulties associated with auxiliary power-driven accessories and from dependence upon a supply base. With exception of a small, combined air compressor and winch, driven by a single gas engine, the mechanical functions of the battery were performed solely by hand power.

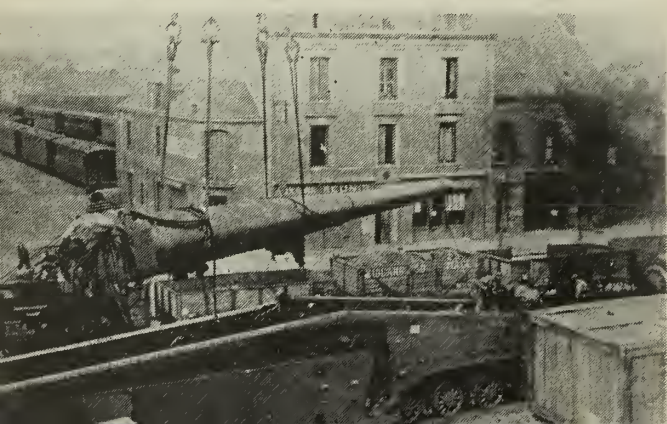
Compressed air was used in operating the breech mechanism and in the counter-recoil cylinders. Each battery train was provided with ample supplies and spare parts, augmented by stores and equipment carried on the staff train. The cars of the battery train provided facilities for foundation erection, repairs and quarters for the officers and crew.

The scope of the battery is indicated by the following list of cars which made up a single battery train: one locomotive, one gun car, one construction car, a construction car with crane, a sand and log car, fuel car, battery kitchen car, two ammunition cars, three berthing cars, one battery headquarters car, one battery headquarters kitchen car and a workshop car.

The locomotives and all the cars were designed to conform to the regulations of the French state railways. Exclusive of the gun car, the various cars were standard flat cars, gondolas, and box cars similar to those supplied to the American Expeditionary Forces in France, and they could be used in conjunction with the French railway equipment. The fittings of the battery headquarters, berthing, and commissary cars, such as bunks, stoves, and other appurtenances, were, for the most part, standard naval fittings which could be replenished at any naval base.

While in France the guns were never fired from the

14-INCH GUN is unloaded upon arrival at St. Nazaire after hazardous crossing of the Atlantic.



Railroad Navies Fought in Other Wars

Using large-caliber naval guns in a shore-based battery and bringing Navymen ashore to man them—as was done in France during World War I—was by no means unique.

In the Mexican War, three 64-pounders and three long 32-pounders were used by General Winfield Scott at Vera Cruz from the land side. During the Boer War, one of the British cruisers was practically stripped of her guns and the pieces used in several actions ashore. Naval guns were also used on land during the Boxer Rebellion in China.

In World War I, in addition to the big guns used in France, guns of smaller caliber were mounted by the Italians on railway trucks and run up and down the Adriatic, chiefly to prevent the shelling of the coast by Austrian submarines.

When they were defending the Kiauchow territory on the east coast of China, the Germans mounted naval guns of calibers up to 11 inches.

And during World War II, the British took a number of 15-inch guns manufactured originally for the *Vanguard*-class battleships, mounted them on railway cars and kept them ready to fire against a possible German invasion force. In yet another well-known instance, 18-inch naval guns were mounted ashore in defense of Singapore from the sea. Unfortunately, the Japanese attacked from the rear by land and the guns served no purpose.

rails at low angles of elevation. In all cases the firings were conducted from the pit foundation and at ranges near the maximum. There was never any criticism due to the necessity for installation of the pit foundation. Ample material was provided for the construction of as many as 12 pits, and there was always sufficient time to prepare a firing position in advance of the time set for moving up the gun.

In the preparation of a site for firing, the construction cars were brought to the point selected and were used to handle the timbers and steel framework employed in the foundation. The gun car was pushed over the completed foundation, the truck wheels were locked by brakes, and the weight of the car was transferred to the foundation by means of jacks and lifting screws. In this position a traversing gear was installed, which provided for 2½° train on either side of the center line of the foundation.

During action an ammunition car was brought to the rear of the gun car. Ammunition was conveyed to the breech of the gun by a monorail crane in the ammunition car and a shell tray mounted on a track in the gun car. The personnel of each battery was sufficient to insure satisfactory individual operation. In addition to the officers and crew necessary for the operation of the staff train, its complement included medical and engineer officers and a crew detailed to transportation work among the various batteries as circumstances required.

The entire arrangement may be likened to a Navy turret installation for a single gun of the *Mississippi* class, mounted on a railway car in such a manner that it may be transported over railways, and when placed on its foundation, fired repeatedly at elevations from 15° to

43° and with a maximum angle of train of $2\frac{1}{2}^\circ$ on either side of the center line of the foundation.

Upon receiving an assignment, the battery commander first ascertained whether the new target could be reached from the position where the gun was already emplaced. If not the gun remained temporarily in the old position and the commander chose the new position from a study of the latest corrected railway map. The new position was then fixed, sometimes on a railway track already in existence, but often on a curved spur or siding built for the purpose.

The gun having been placed in exact position in absolutely correct line of fire by technical means not necessary to describe here, and placed over its new pit, all necessary cars and material were placed in a safe position from a quarter of a mile to a mile behind the firing position and everything carefully covered and camouflaged so as to escape the notice of the enemy aviators, who took photographs of the whole line at least once a month during the war.

Aiming points (prominent marks such as steeples or artificially placed objects) were then fixed near by for calculating purposes and telephonic communication established with the nearest artillery post and the nearest meteorological observation station (sondage station), which sent out broadcasts every half hour in radio code with an exact statement of its height above sea level, the velocity and direction of the wind at different altitudes, and the latest barometrical readings. All these data were collected and kept by an officer, who, if conditions prevented their regular distribution, could make fairly accurate calculations from the reports already received and tabulated.

The more important calculations, such as firing angles, were made by the battery commander himself. Shortly after the arrival of orders to be ready to fire at the new target an airplane arrived and reported to the commander for services as air spotters. This plane contained a pilot and an artillery expert, who were instructed in regard to two matters.

The first was the particular part or section of the target (often an area a mile long) which his corrections of the fall of the shells should refer to in signaling back to the battery commander.

The second was the position of the so-called signal panels (*panneaux*), which were used to signal back to the planes, since these could send but not receive radio messages. These panels were four in number and consisted of white sheets, a large one 9 by 9 meters in area and three others 9 by 3 meters, which were laid at some distance from the gun upon a flat, exposed piece of ground, to windward of the gun, so as not to be obscured by smoke, gas, etc. The officer in charge of the panels was in telephonic communication with the battery commander.

When firing was to begin the airplane proceeded across the enemy lines to ascertain whether the target was visible enough for observation purposes. If so, it returned far enough toward the naval gun to see the panel station. The big sheet's presence meant that all was ready. The pilot then radioed the battery, "Are you ready to fire?"

The answer "Yes" was expressed (on command by phone from the battery) by one of the smaller sheets being spread at an agreed angle next to the larger sheet.

The airplane then returned to a position above the



ASSISTANT SECNAV Franklin D. Roosevelt inspects U. S. Naval Railway Batteries while at Montoire.

target to be bombarded and, within a few minutes, sent the signal to fire. The gun then fired three shots in quick succession, the fall of each projectile being observed and noted by the artillerist observer, who then made an estimate for correction of aim for all three shots together, not individually, the message being so and so many meters to right or left, or over or short, as the case might be.

The battery commander then applied the correction to his "spotting map," found out what it equaled in yards (all American measurements being in yards, not meters), worked out the correction, and changed the aim of the gun. While the plane was returning after the first three shots, this correction was made and the gun loaded for the second series of shots.

Unfortunately it was impossible, for many reasons to secure satisfactory airplane observation, only a small proportion of the 782 rounds being fired under such advantageous conditions. The system of spotting by airplane was an excellent one, but atmospheric conditions generally proved unfavorable. The plane had to attain a height of 5,000 or 6,000 yards, which meant that any clouds lying lower prevented vision. Frequently, too, when the weather looked ideal from the ground, with clouds flying high or no clouds at all and plenty of sun, there would be a low-lying mist that prevented spotting from a plane.

The air was also full of all kinds of radio interference, and our planes were of course always actively opposed by the enemy guns and aircraft.

It was generally taken for granted that, when the gun

NAVAL GUN CREW begins job of camouflaging gun battery to avoid detection by enemy aviators.





NAVAL RAILWAY battery slowly makes its way across wooden trestle enroute to front lines.

had been aimed in accordance with these calculations, the projectile would fall not farther than 400 yards over or short of the center of the target, or more than 200 yards to one side. The problem was then to distribute the fire so that a large proportion of the shots would land on the region aimed at. The two great drawbacks to accurate firing of large guns at extreme ranges are the error in calculations (in fire control) and the dispersion of the gun itself, by which is meant the dispersion of the shots on the target, even when fired when the gun is in the very same aiming position.

It is apparent, even to the layman, that getting results with this kind of firing "in the dark" is a most difficult thing, which makes still more worthy of admiration the extraordinary accuracy of the fire of our naval batteries in France, as afterwards shown by examination of the targets bombarded.

★ ★ ★

All calculations for this fire control were made in a control station which generally was either in a dugout, if one was convenient, or in an unused house or a simple wooden booth constructed and set up in the field one or two hundred yards from the gun.

On occasions it was very convenient to use an old railway car as a battery control station. Duplicate telephone lines ran to the gun. There was a telephone operator alongside the gun in a very small wooden booth. This was located as close as possible to the sight.

Elevations and aiming angles were repeated back as a check. The gun layer wrote them down in chalk in large numbers on the side of the mount as he heard them repeated back to the battery control station. The telephone operator would watch to see that they were properly written, and correct them if they were not. Other telephone lines ran to the gun train, which was perhaps half a mile away, and connected up with the lines running to artillery headquarters.

The spotting plane was communicated with in three ways, (1) by radio, (2) by laying out the large "panels"

DUGOUTS were for crew of unique Railway Navy. They were used primarily for fire control.



on the ground, and (3) by searchlight signals.

It was usually most convenient to have the radio operator in the control station so that as he got the spotting correction from the plane, one could look over his shoulder and see him write it down. In positions in the woods where the antennae could not be set up among the trees, it was necessary to have him in the open and communicate by telephone.

Wherever the ground was sufficiently clear to permit it, the panel squad operated out in front of the control station so that the word could be passed to them direct and their work seen. Quite often, however, the panel squad also had to be at a distance, as for instance, on the side of a hill where their signals would be more visible. In this case they were connected with the battery-control station by telephone, their telephone operator being sheltered by a small wooden booth in the field.

The searchlight signals were operated by French personnel, who brought their searchlight with them on an automobile. The motor of the automobile generated the power. The searchlight was kept sighted toward the spotting plane and signals were flashed to it. Usually the searchlight car was put near the battery-control station, but it was not always a good idea, as the generator might interfere with the wireless receiving meteorological reports.

When several guns were to be fired at once, each would have its own battery-control station, and the officer controlling the group of guns would have a station communicating with all the battery-control stations. In this he would work out ballistic corrections and give spotting corrections, etc., which the different battery control individual stations converted into terms of their own aiming angles and gun elevations.

As a matter of fact, the wireless was the only one of these three methods worth much. Signal panels on the ground could not be seen unless the plane came a long way back to look at them. The same was true of the searchlights. Both searchlights and panels were methods previously developed for spotting at much shorter ranges where the plane, from its position over the target, could simply look back and see the signals. But in firing at 35,000 or 40,000 yards conditions were quite different, and these two methods of signaling were important only as auxiliaries in case the wireless broke down.

During the months of September and October and on into November until the Germans sued for an armistice, the Navy rail-borne siege guns did yeoman work. Shuttling up and down the lines behind the Allied lines, the big guns with their long supply train dragging along behind made an odd sight.

The favorite target, as might be expected, was the enemy's rail yards and important junctions, the idea being to impede as much as possible the progress of the retreating German armies.

Even without much aerial observation to guide them, the American gunners had startling success. One 14-inch shell (it was discovered later), had wrecked a three-track rail line, blasting out a gap 100-feet wide, tearing up the rails, shattering ties—and stopping traffic. A freight train on a siding was struck and the cars lifted off the tracks and tossed 30 feet. A motion picture house was struck, completely demolishing the structure.

The real function of the naval batteries was a peculiar and a deliberate one. It was principally to fire at freight

yards and railway centers far behind the lines. The fire was usually withheld until several hours after an Infantry attack, which was usually about daybreak. If the guns had fired at the beginning of the offensive they would have shown the enemy the lines of communication covered, and he would have routed his trains another way round. It was therefore obviously wiser to wait until his reserves and ammunition cars were being rushed up to support his troops, and then bombard the railway centers at a moment when they were most crowded. Thus heavy, long-range batteries do not work in a haphazard or continuous way, but at the proper tactical moment. Firing between times, "for good measure," is not simply wasteful, but it is calculated to help the enemy, and may at times prove disastrous. It had therefore to be prohibited. Naturally it was difficult at first for the personnel to appreciate the higher wisdom of this. The fact that it took a couple of days to dig the pit and make our 14-inch railway guns ready for firing, was not at all the handicap which it was expected at first it might be. All particulars of the target were in general known perhaps a week in advance. Everything could be worked out ahead of time in utmost detail and arranged in the most convenient form, so that during actual firing there was nothing to deal with except spotting corrections.

The following notes taken by the yeoman for Rear Admiral Charles P. Plunket, USN, the commanding officer of the U.S. Naval Railway Batteries in France, gives some first-hand observations of the effect and accuracy of the firing:

An examination of the various targets fired upon by these 14-inch guns, after the Germans evacuated, has disclosed that the damage wrought by these weapons of destruction was terrible and their accuracy marvelous. From an interrogation also of Russians and other prisoners recently released by Germany, after cessation of hostilities, we are informed that the morale effect of our guns on the Germans was far greater than that which the "Big Bertha" had on the French, and, furthermore, that the Germans were in great awe of and, in fact, regarded with fear and superstition shells the size of a box car sounding like an express train coming through the air, which landed with fearful havoc so far behind the lines that it was inconceivable to them how a gun could be built that could hurl them such a distance. Also, from the mobility of the guns, they were led to believe that the Allies had hundreds of these guns with which they were destroying their vital supply railroads and main lines of communication.

An interesting phenomenon was noticed in a 10-acre turnip field far behind the lines. A projectile landing in the middle of the field uprooted practically every turnip in the lot, leaving them clear of earth.

At Laon, where Battery No. 1 fired many rounds, the French inhabitants who remained after the Germans



CREW takes brief rest before loading 14-inch shells on ammunition car at Thierville, France.

evacuated stated that one shell landed in a German cinema while a moving picture was going on. All that could be found of 40 of the Germans who were present was their identification tags, while the balance, 60, were all terribly mangled. There was of course, nothing left of the cinema.

Also, in the same town one projectile landed on a supply train in motion, derailing it and lifting a couple of box-cars up bodily and depositing one of them on the storehouse platform near by, smashing both cars.

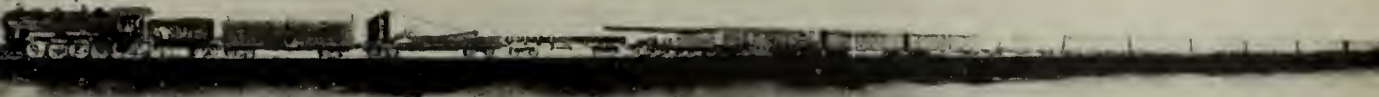
Another shell landed in Montmedy, right in Gen. Gallowitz's headquarters, across from the staff headquarters of the German crown prince. Needless to say, their quarters were immediately removed.

The Navy railroaders were often under fire themselves, sometimes from enemy aircraft, other times from shellfire. On October 5th, one shell burst directly over Battery No. 1 and several others nearby but the side-plates of the gun carriage successfully prevented serious damage or any casualties. On October 28th, for example, three men of Battery 4 were wounded by shellfire, one man later dying of his wounds. On October 30th, three American engineers working on the track were killed and the headquarters car and one berthing car of the same battery were derailed.

Although the batteries fired a total of 782 rounds and were under enemy fire repeatedly, there was no material damage to any guns or equipment. Since other artillery could take care of objectives at shorter ranges, the naval guns were used entirely for strategical shelling long-range, taking under fire the objectives the smaller pieces couldn't reach.

One of the most important services rendered, according to General of the Army John J. Pershing himself, was the shelling of the railroad running between Longuyon and Montmedy, the only line except for one running far around to the north, along which the Germans could bring up reinforcements. This shelling, cutting off the enemy's main line of communications in the closing days of the war, left the German no alternative but to surrender or commit his armies to complete disaster.

COMPLETE NAVAL TRAIN with gun, ammunition, kitchen, construction, crane and berthing cars moves toward front.



TAFFRAIL TALK

EVER WONDER where the cartoons you see on pages of ALL HANDS come from? It might surprise you to know that the two staff illustrators who create them often do too!

"You know, it's funny," says Draftsman Second Class Jack Wing, USN, looking up from his drawing board, "I couldn't tell you how I get the original idea for more than about one out of every ten of my cartoons. They just come to me . . ."

That, of course, is the secret—getting the idea to "come" to you, then being able to translate the chuckle to paper.

How well the pair of ALL HANDS illustrators, Journalist Third Class Ken Duggan, USN, and Wing, do this is evidenced by the laughs and chuckles that echo across the Atlantic and Pacific.

Actually, such gag manufacturing takes only a small part of the time of the art staff each month. The rest of the daylight hours are spent turning out charts, layouts and the unique illustrative jobs that spice up the pages of ALL HANDS and explain visually the written word. They also have the job of retouching photographs, and preparing art material with complete instructions for the printer.

In addition to handling the art work for ALL HANDS, the illustration staff also does required illustrative work for *The Naval Reservist*, *Navy Chaplain's Bulletin* and special BuPers projects like the current series of animated Navy Sing films.

Incidentally, it might be well to note here that the pages of ALL HANDS are always open for cartoon contributions from the Fleet. All entries should show the lighter side of Navy life, should be done in a professional manner and should be in good taste. Many excellent cartoons have come from the Fleet.



ARTISTS Jack Wing, DM2, USN (ctr) and Ken Duggan, JO3, USN, get data from CHGUN C. E. Heineman, USN (Ret.), at the Truxtun-Decatur Naval Museum.

ALL HANDS went alongside USS *Los Angeles* (CA 135) for a transfer-at-sea operation. Coming over by highline to our staff was First Class Journalist Barney Baugh. Barney had three-and-a-half years in the "L. A." and we expect to hear a lot of cruiser stories from now on.

A graduate of Atlanta's Emory University, he majored in journalism, and did a stint on an Atlanta newspaper before deciding to make the Navy his career.

Baugh replaces Chief Dewey, who went out on twenty, but who will continue writing on Navy subjects.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Navy Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because introductory shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: 'FACE LIFTING'—Sailors on board USS *Mountrail* (APA 213) give their ship a coat of paint. Photo by J. A. Kos, SN, USN.



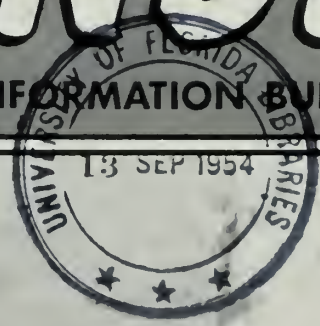
SCRAP CONSCIOUS FIGHTING MEN



**salvage means savings
in time and money
for your navy and
national defense**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

SEPTEMBER 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1954

Navpers-O

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• **FRONT COVER: UNDERWATER SALVAGE**—Navy diver uses special underwater cutting torch in salvage operation.

• **AT LEFT: SUMMER COOLER**—Swimming is sport as well as an essential skill for Navymen. Here, sailors from USS Randolph (CVA 15) enjoy Sunday dip off island of Sicily in Mediterranean.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





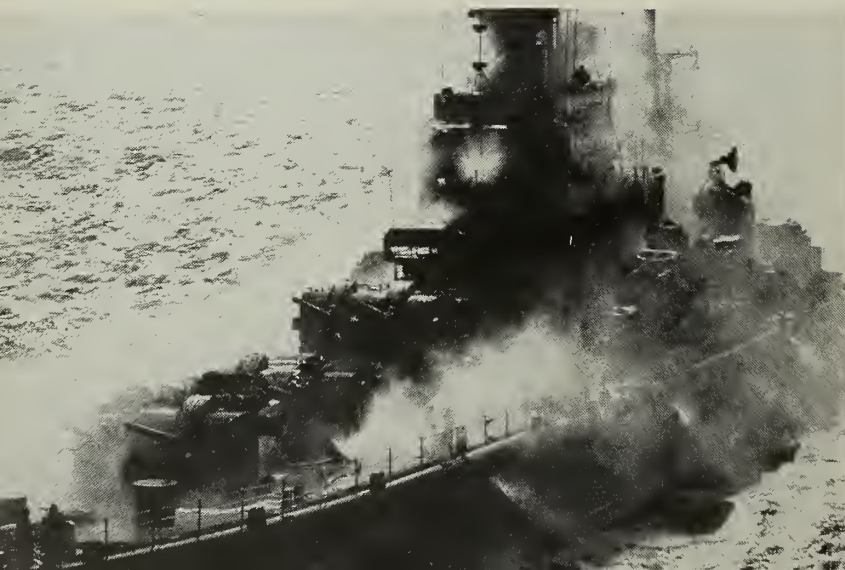
Ships Take a

EXTERNAL SPRINKLING SYSTEMS installed on several Navy vessels turned a radioactive "fallout" into a "washout" during recent hydrogen bomb tests.

Devised as one of a variety of protection and decontamination procedures to be used in the event of an atomic war, the system works somewhat like an ordinary fire protection sprinkler system, flooding the decks and all exterior surfaces of a ship with clean sea water.

Completely "buttoned up"—with all hatches, watertight doors and ventilation openings sealed—the vessels throw up protective water spray shields until they have passed through the "fallout" rain. Fed by the ships' regular pumps, special nozzles fixed to the weather decks and superstructure pour thousands of gallons of salt spray per minute over the exposed surfaces. In this manner, the radioactive particles are carried away before they can contaminate the painted steel.

The result of collaborative experimental work by the Bureau of Ships and the U. S. Naval Radiological Defense Laboratory at Hunter's Point, San Francisco, Calif., the washdown system—when used along with approved decontamination control procedures — can effectively check the radiation build-up on exposed ships' surfaces and permit vessels to get into action within a





hower-And Atomic Fallout Is a Washout

short time after being caught in a "fallout."

With certain modifications, the "washdown" may be used by planes, air and naval bases and civilian-type installations as well as by ships.

Just what is this "fallout"? What makes it dangerous? When an A-bomb or H-bomb explodes, a nuclear cloud zooms skyward, containing millions of radioactive particles. Not all of the components of this nuclear cloud have been identified as yet.

The radioactive mixture, carried aloft in the so-called "atomic mushroom," is gradually dispersed by upper-air currents. It may descend in a "dry fallout" or, especially after underwater bursts, in a "rainout." The "fallout," whether dry or wet, is composed of unfissioned material from the bomb itself, plus radioactive fission by-products created during the explosion and radioactive isotopes created through the interaction of the bomb's radiation and elements in the air, land and water. How much and what kind of radioactive mixture will result from an atomic explosion is determined chiefly by the type of burst.

Most of the radioactive earth or water sent skyward by the explosion falls back pretty close to the detonation site while some smaller radioactive particles remain aloft and are "fanned out" by winds.

Although these tiny radioactive particles may remain aloft a long time—and may be carried great distances—the fallout hazard diminishes rather rapidly. There are two reasons for this: first, the particles quickly disperse—either in the water or atmosphere—and, second, they "decay." Rate of decay varies greatly—some isotopes lose perhaps half of their radioactivity in a matter of seconds; others may be potent for centuries.

The Navy's salt spray system was given an actual, practical test during the hydrogen bomb tests in the Eniwetok-Bikini area. After the bomb was exploded, veering winds pushed the radioactive cloud directly across the bows of several ships.

Radiological Safety Officers kept close watch over their radiacs—the radioactivity detection, identification and computation instruments. Before long, on the bridge of a destroyer in the group, the audible counter of the radiac started ticking, signifying the vessel was caught in the "fallout."

All ventilation was secured. Doors and hatches were secured. The sprinkling system was turned on. Decks were cleared as all hands topside were ordered to lay below.

Thus began the "fight" against an enemy which cannot be seen, smelled, felt nor heard.

For 12 to 14 hours the ships remained buttoned up. Men sweltered below decks as teams of monitors, clad in "Man from Mars" garb, prowled the vessels, checking the sprinkling system, determining the amount of radiation that had penetrated the interiors.

Decontamination units emerged to scrub down the "hot spots" (areas showing high radiation count) as the danger from "fallout" diminished.

Sailors applied soap, detergents—using brooms and brushes and plenty of elbow grease.

Monitor and repair teams were rotated to minimize the amount of radiation dosage.

All who went topside had to pass through decontamination change stations when they returned below.

The operation—under the conditions of this situation—was a success. None of the forward units suffered any serious ill effects as a result of being caught in the "fallout." None of the Navymen had been subjected to excessive radiation.

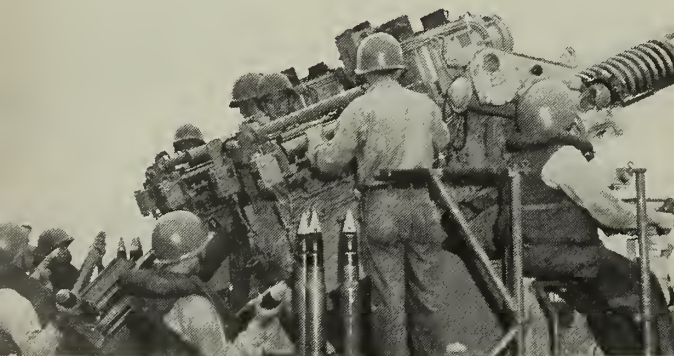
The "major crisis" was passed—just as if it had been one of the many mock explosions preceding the actual test. The "fallout" was counteracted just as effectively as if it had been the colored steam used to simulate the fallout in earlier drills.



SLENDER BARREL of 20mm anti-aircraft gun points skyward. Below: Gun crew blasts away with 40mm weapons.



GUNNERS aboard USS Taylor (DDE 468) ready three-inch, 50-caliber guns for action during Korean conflict.



Here's the Punch in

This is a general roundup on naval ordnance, designed to provide all Navymen not in the field of ordnance with a basic foundation on which to add to their knowledge of the subject. The information has been gathered from many volumes and numerous experts in the field. Navymen in the lower pay grades going up for advancement in rate must, under military requirements, be able to answer general questions on naval ordnance. They will find this material helpful in preparing to meet the ordnance section of their military requirements. This account also serves to point up to officers and enlisted men alike the size, variety, development and significance of naval ordnance.

ORDNANCE—in quantity, quality and type—has changed so much during and following World War II that to cover the whole subject would fill books and by the time they were written they would be outdated.

But explained in simple terms, the science of using ordnance is basically a matter of directing and propelling a projectile to a place where it will do your enemy the most harm and you the most good and in that respect it hasn't changed much from the days of the caveman.

What has changed is in the means employed to get the projectile where you want it to go, the distance of its travel and the accuracy of the aim.

Today the principal types of ordnance used by the Navy are *guns, torpedoes, mines, depth charges, bombs, guided missiles* and *pyrotechnics*. Of these the gun is perhaps the most abundant and most frequently used aboard your ship.

GUNS—The gun has moved a long way from the kind carried by Revolutionary War vessels, guns which were made of cast iron without sights and which threw solid shot with questionable accuracy at a maximum range of a few hundred yards. Modern guns hurl explosive shells weighing more than a ton; the range of these guns is as great as 20 miles.

The size of a naval gun is indicated by its caliber (the diameter of the bore) and by its length in calibers. Thus, the designation "five-inch-38" (5"/38) indicates that the gun has a bore diameter of five inches and is 38-times-five-inches, or 190 inches long. Guns in common use in the Navy today range in size up to the 16"/50 gun, which is more than 66 feet in length and throws a shell weighing 2700 pounds. Typical examples as found on cruisers, aircraft carriers and destroyers are the intermediate caliber guns—3"/50, 5"/38, 5"/54 and the major calibers such as 6"/47 and 8"/55. Battleships carry the 16"/50.

The Navy also uses the millimeter (mm) system of designating gun caliber. A millimeter is 0.03937 of an inch. Except for certain technical applications, the length of a gun in calibers is not included in its descriptive title when the dimensions are in mm (i.e., we always say 3"/50, but we never normally say 40mm/60), although gun designers do think in such terms.

Guns are further classified according to the method of loading and firing. Large guns are non-automatic; the breech must be opened after each round, the

Navy Fighting Power

projectile and powder placed in the chamber, and the breech closed before firing.

Guns of intermediate caliber, such as the 5"/38 are semi-automatic; the firing of one round causes the breech to open, the empty cartridges case to be ejected, and the firing mechanism to cock. Placing the new round in the chamber closes the breech and the gun is ready to fire. Most guns of more recent design are fully automatic in that they will continue to fire as long as the firing key is closed and ammunition is available in the loading mechanism.

Guns are also arranged in batteries. They are usually of the same caliber and controlled and fired as a group. They are classified as follows:

- *Main battery*—Guns of the largest caliber aboard ship, used primarily for fire against surface targets.

- *Secondary battery*—Guns of smaller caliber than the main battery, also used against surface targets. This term is rapidly disappearing from use since no true secondary batteries remain in any but the oldest ships.

- *Dual-purpose battery*—A battery, usually of intermediate caliber guns, used against either air or surface targets.

- *Antiaircraft battery*—A battery of small-caliber guns used against air targets only. This battery is usually referred to as the machine-gun battery. It may be further classified as a heavy machine-gun or a light machine-gun battery.

Ships of various classes may have all or only some of these batteries. A typical modern battleship, for example, has a main battery of nine 16"/50 guns in three 3-gun turrets, a dual purpose battery of twenty 5"/38 guns and several 40mm and 20mm machine guns.

Aircraft because of their increased size also use guns of larger caliber than the original 30-cal. machine guns dating back to World War I. Today naval aircraft carry 20mm guns with a faster firing rate. Multiple barrel guns are also being included in aircraft armament.

The twin-barreled 3"/50 has in many instances replaced the 40mm gun aboard carriers, cruisers, and destroyers. Ammunition is fed manually into a power loading mechanism which is fully automatic in operation. The gun is a dual-purpose mount and characterized by a high rate of fire.

The new 5"/54 dual-purpose gun is the successor to the 5"/38 in new construction vessels. The new gun has a much faster loading and firing rate as well as increased range. It is fully automatic in operation, and fires a projectile of increased payload.

FIRE CONTROL—Under ordinary conditions, guns are aimed and fired from remote positions by gunfire control systems which use the most modern techniques in radar and electronics. Gunfire control systems may be designed for use against surface targets only, against air targets only or for use against both air and surface targets.

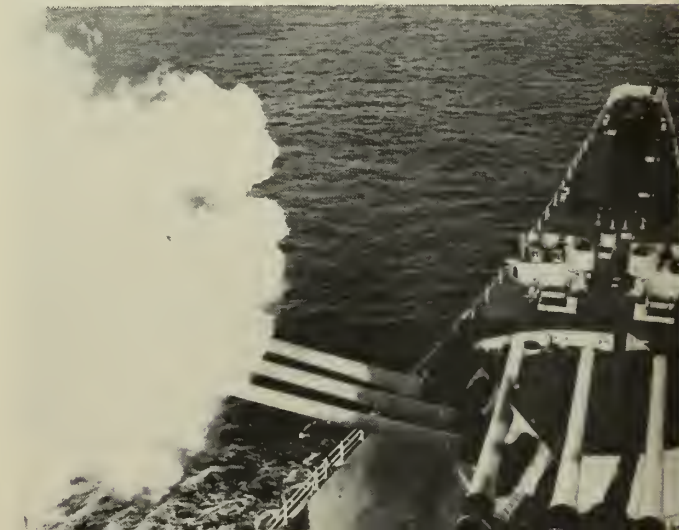
Specifically, fire control systems obtain range, bearing and elevation of the target, either by radar or by optics and correct these quantities for target course and speed, own ship's course and speed, roll and pitch, wind and weather conditions and various other factors. These corrections are then relayed automatically to the

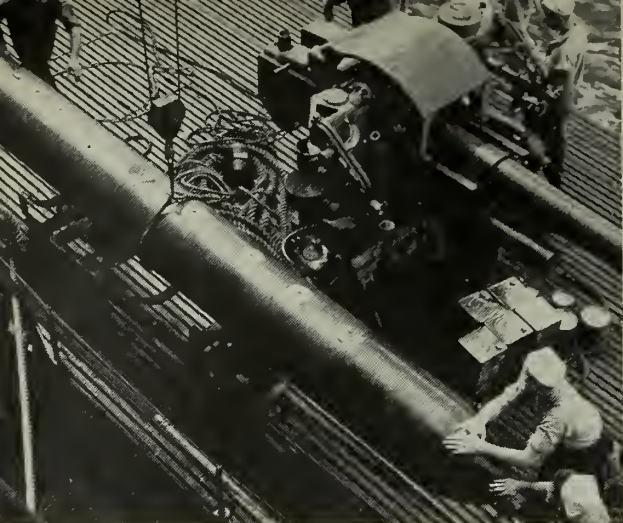


FLASH from five-inchers signals two-gun salvo. Below: Eight-inch rifles of heavy cruiser 'bark' at the enemy.



BIG GUNS—16-inches—fire shells weighing 2700 lbs. Typical BB has nine 16" guns in three three-gun turrets.





ELECTRIC TORPEDO is lowered to the deck of a submarine. Right: Destructive 'fish' is fired from a destroyer.

guns which are power-driven to the correct train and elevation.

There are, of course, additional underwater fire control systems carried in submarines which receive and analyze the information that is fed by sonar equipment. Aircraft also have their own specially designed fire-control units for remote firing of guns.

TORPEDO—The torpedo is a self-propelled explosive missile whose path of flight under water is influenced by an automatic mechanism within the weapon.

Some torpedoes employ an air-alcohol-water superheated gas turbine method of propulsion. This system was used in the torpedo in World War I and in most of those used in World War II. Gradually these are being replaced by either electrical (battery) or chemical torpedoes, which are favored since they cause no wake as is the case with steam-driven torpedoes.

The steam-driven torpedoes were controlled through a predetermined course set by use of gyros while they were in the torpedo tube, prior to actual firing. But during World War II, target-seeking, acoustic-homing weapons were developed. These torpedoes could "home" on the noise produced by the target's screws and machinery. This type of "fish" is known as the "passive type" acoustic torpedo. An "active-type" acoustic torpedo sends out its own "ping" and homes when a returning echo indicates a target present.

Today's torpedo explosive charge (warhead) has been increased to as high as 900 pounds. The means of detonating this charge incorporates magnetic mechanisms that fire the charge when the fuze is influenced by the magnetic field of the target. Other warheads, particularly those mounted on strictly anti-submarine torpedoes, have decreased in size. A larger warhead is not necessary to cause lethal damage to a submarine.

In destroyers, torpedoes are fired from torpedo tubes mounted amidships topside, in submarines from submerged torpedo tubes. On destroyers the mounts can be trained, but on submarines the tubes are in a fixed position. Aircraft of certain types also have the means of firing torpedoes which they launch from the air at the target. Even helicopters and lighter-than-air ships can carry and launch torpedoes.

MINES—A mine is defined as an underwater explosive weapon placed in a planned position to await the arrival of a target. Before World War II, mines were

normally laid by vessels called minelayers, which were especially designed for that purpose. However, aircraft and submarines have now assumed a major role in minelaying. Aircraft possess such advantages as speed of operation, accessibility to harbors, and the ability to avoid detection. Submarines possess the advantage of being able to carry sufficient mines to lay an entire field or sow a strategic channel with mines (the mines are carried instead of torpedoes in torpedo storage racks and are "fired" from torpedo tubes). Submarines can also do their mine laying while submerged and thereby are afforded a better chance of going undetected.

Mines can also be carried by destroyers and patrol craft. The purpose of a mine is to create underwater and internal damage to a ship. Although most early mines were designed for detonation on contact, modern mines are of the "influence" type designed for sonic or magnetic detonation. *Sonic mines* are detonated by the effect of sound waves from the target; *magnetic mines* are detonated by the change in the magnetic field caused by a passing ship. *Pressure mines* are affected and triggered off by the change in water pressure when a ship passes over their position.

DEPTH CHARGES—The depth charge is a comparatively simple weapon used almost exclusively for combating submarines. It is carried by destroyers, escort vessels, aircraft, patrol craft, subchasers, and other vessels likely to engage submarines. Depth charges were first used in 1916 and continue to prove effective against submarines.

The depth charge is usually a thin-walled container with a heavy charge of high explosives and is fitted with a mechanism designed to detonate the charge either at a predetermined depth, or by magnetic or acoustic influence caused by proximity to the submarine's hull.

Depth-charge attacks usually are made in conjunction with sound-detecting gear. The depth charges, when launched from ships, are rolled into the water from inclined racks, installed on the fantail of the attacking vessel or are projected from special launching racks that throw them clear of the vessel's side.

Weapon Able, a new launching device, fires depth charges in rapid succession considerable distances to either side and in front of the sub-hunting ship.

Depth charges may also be carried by helicopters,



DEPTH CHARGE of World War II fame, is wheeled to plane. Right: Old-style 'ashcan' is fired from Navy PC boat.

lighter-than-air ships, and heavier-than-air aircraft.

AIRCRAFT BOMBS—Aircraft bombs, although used to some extent in World War I, are a comparatively new development in ordnance. Bombs are classified as offensive weapons and vary widely in their size, construction, content and purpose.

They are divided into four classes according to use.

- **Service bombs**—For use against the enemy to do damage to material and personnel or to perform specific operational functions.

- **Clusters**—Groups of bombs released together to do damage to a larger area than a single bomb or to increase the load capacity of an aircraft by carrying two or more small bombs on a station intended for one large bomb.

- **Practice bombs**—Full size and miniature, used for training aircraft crews. These bombs have approximately the same flight characteristics as service bombs, but usually are "inert loaded" with sand, water, etc., and have a spotting charge to give an indication of the burst.

- **Drill bombs**—Totally inert, with no filler, to train crews in assembling, fuzing, unfuzing and handling bombs.

These bombs may in addition be divided into seven general classifications according to their tactical use.

- **General Purpose**—For demolition use primarily against heavy material or buildings to cause damage by mining and general demolition after penetration. These contain high explosives for blast effect.

- **Fragmentation**—For use against personnel and light ground targets, because of their fragments rather than demolition effect.

- **Armor Piercing and Semi-Armor Piercing**—For use against resistant targets. In this type, demolition effect is sacrificed somewhat for greater penetration.

- **Chemical**—For dispersion of chemicals, smokes, or incendiaries against personnel or inflammable targets, or for laying down a smoke screen.

- **Light Case**—Where damage is done to material primarily by blast effect alone.

- **Depth**—For use against underwater targets or hull of a ship. Damage is done primarily by blast effect.

- **Special Purpose**—Such as photo flash, radio acoustic ranging or for dispensing pamphlets.

Aircraft bombs and missiles are beginning to take specialized form and shape. For example, mines are

dropped from aircraft with a special fitted parachute which detaches itself in the water. Bombs are losing their bulky shape, and becoming streamlined so that they can be carried externally without causing a big loss of speed to the plane.

ROCKETS—Although rockets were not used in combat by the U. S. Navy until early in 1943, they are not new weapons to the military world. Actually they were employed successfully more than 700 years ago.

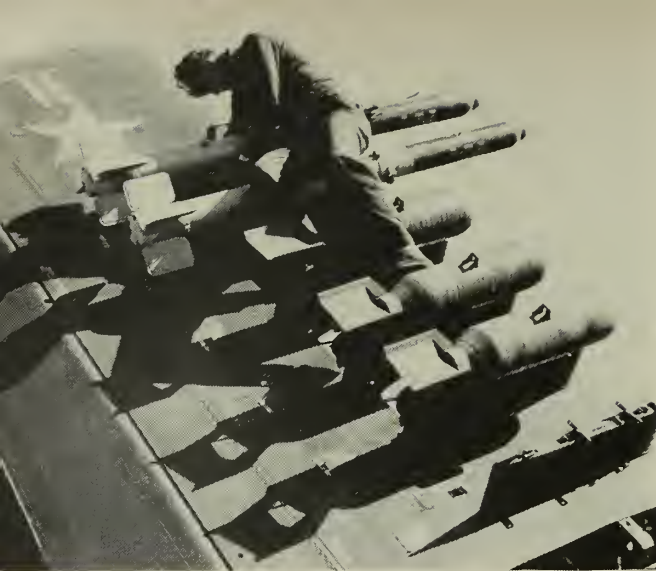
During World War II, the U. S. made great advances in rocket warfare when 4.5-inch rockets were fired from multiple launchers mounted on landing craft. The head of this type of rocket is thin walled, so that it has not only a high explosive effect but is fragmentary and showers the area with shrapnel-like pieces of casing.

The rockets presently used by the Navy may be classified into two types: those that are *fin-stabilized* in flight, and those that are *spin-stabilized*. They may be further classified as *surface-launched* rockets and *aircraft-launched*. Presently designed surface rockets have head diameters of 4.5, 5.0, and 7.2 inches. Aircraft rockets have head diameters of 2.25, 2.75, 3.5, 5.0 and 11.75 inches. Recently the Navy designed an ATAR (Anti-tank aircraft rocket), 6.5 inches in diameter, which was used in Korea against tanks. This was an improvement over the then existing 5.0 inch rocket, but it has since been further improved.

Rockets are not intended to supplant gunfire but rather as supplementary weapons. Their primary advantage is lack of recoil. This makes it possible to install heavy hitting power on small craft and aircraft which could not stand the shock of a gun which could pack equivalent destructiveness. The rocket, with its two main components of head and motor, is the equivalent of a projectile plus its propellant powder charge. The rocket head carries varying amounts of high explosives or smoke-producing chemical; or it may be made of solid steel and designed to penetrate thin-walled hulls, even below the waterline.

The rocket's motor is aft of the head. It contains the propellant, a material that generates expanding gas when electrically ignited. This gas, forced through a restricted opening in the after end of the motor tube, exerts a force on the base of the head, thus propelling the rocket forward.

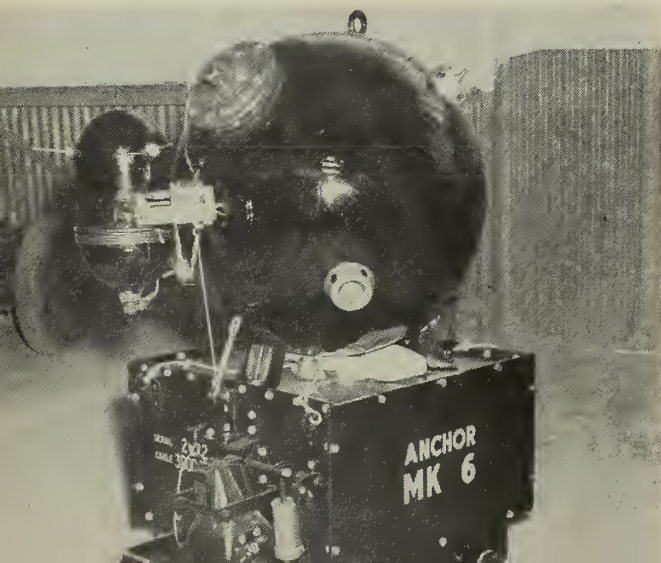
PYROTECHNICS—"Pyrotechnics" is the name for an-



LETHAL LADDER of bombs and rockets is fitted into place.
Below: 1000-pound bomb mounted in plane's bomb rack.



MODERN MINES are 'laid' by planes, submarines as well as minelayers. Photo shows 'Mark 6' mine and anchor.



other class of naval ordnance whose purpose is not direct destructiveness, but rather as a means of signaling or illumination. For aircraft purposes pyrotechnics take the form of parachute flares, photo flash bombs for lighting large areas, drift signals for windage determinations, colored markers for tracking submarines, pistol (Very) flares for signals and identity, and float lights for tracking submarines.

Submarines also often use various colored flares for emergency signal use. Surface vessels use flares, smoke or colored slick on water for marking position of submarines.

The pyrotechnics have a special type of fuze peculiar to themselves. In smoke and slick flares dropped by planes, the velocity of the dropped flare hitting the water initiates firing action. In parachute flares for illumination, a "time lag" fuze is used. Submarine flares use a "ring type" fuze which is pulled like a hand grenade to start the action.

GUIDED MISSILES—A guided missile is an unmanned vehicle designed as a weapon which travels along a course or trajectory that can be altered by an automatic or remotely controlled mechanism within the vehicle itself; this vehicle destroys itself in carrying out its mission.

A missile-launching "platform" can be from the air such as an aircraft, or the surface of the sea (aboard a ship), or dry land launching ramps.

Each of these platforms can provide the means for launching a missile toward a target found in the air, on the surface or under water and any combination of platform and target can be used—land to sea, sea to air, air to land, land to underwater, air to sea, etc.

A missile's particular function or purpose further describes it. For example, a missile can be defensive or offensive. If offensive, there can conceivably be more time given to the preparation of a missile prior to launching. If it is defensive, the reliability and accuracy must be extremely high and its pre-launching preparations kept to a minimum so that it can be launched within a limited period of time to intercept and destroy an enemy plane or missile.

Contrary to a good many misconceptions, a guided missile need not be supersonic in speed and fly only in the stratosphere. Actually a guided missile can be something as slow and simple as a training plane. The Japanese Kamikaze "One Way Charlies" were guided missiles since they were designed to explode against their target just as a guided missile does. The only difference between the Kamikaze and today's guided missile is that electronic guided mechanisms have been substituted for human hands and thinking processes. As for propulsion the methods are essentially the same as those found in jets or rockets.

Every missile is divided into five components; airframe, power plant, intelligence, servo and warhead, and fuze.

The airframe is the principal structural component (less the propulsion, intelligence and warhead components) of the missile. The various appendages such as wings and tail surfaces attached to the airframe together form the configuration of the missile. These wing and tail surfaces change the course and elevation of the missile in flight and maintain its "flight attitudes." The elevators control pitch, the rudder controls yaw and the ailerons control roll.

These control surfaces take different forms, shapes and positions depending on the type of missile they are attached to. For example, a subsonic missile may have quite conventional wing and tail surfaces. It may be the latest in streamlined weapons.

Supersonic missiles are often more radical in design and use wings resembling fins. Supersonic airfoils (wing and tail surfaces) must have sharp leading (front) edges on the wings whereas the subsonic airfoils have blunt leading edges. This difference is necessary because of the shock waves that occur in supersonic flight.

Encased in the airframe and located in the stern of a guided missile is its power plant. The jet-type power plants take different form and are designed on identical principles but apply it differently. There are seven types presently used.

The "air breathing" types consist of *reciprocating*, *turbojet*, *turbo-propeller*, *pulsejet*, and *ramjet*. The "self-contained" types include the *solid rocket* and *liquid rocket*. The air breathing type obtains air from the surrounding atmosphere for combustion of the fuels in the power plant. The self-contained type carries its own chemical to support combustion.

You are probably familiar with the appearance, principles and operations of the *reciprocating engine*. Modified for missile use, its exhaust is used to create added thrust. The other forms of jet propulsion are perhaps not so well known.

The *ramjet*, sometimes called the "stovepipe engine," is a continuous firing air duct engine which looks like an elongated barrel with the ends knocked out. Gasoline is fed through a ring of small orifices ahead of the combustion chamber in the middle of the duct. It requires a relatively high speed of travel to initiate operations. The air entering at the front is expanded and sped on its way by the combustion of the fuel. The increased velocity, induced by combustion of the fuel, provides sufficient jet reaction to produce the power.

The *pulsejet* is an air ducted propulsion unit which operates on an intermittent cycle (similar to a conventional piston engine) and is dependent upon the oxygen of the atmosphere for combustion of its fuel. At the front of the engine is a grill with openings covered by shutter-like valves that open inwardly against spring pressure. As these shutters are forced open by the rushing air, fuel is injected and the mixture ignited by an electric spark. The shutters are forced shut by the combustion pressure and the thrust-producing gases exhausted through a tail pipe or nozzle. As the departing gases and forward motion create suction in the combustion chamber, the shutters reopen and the cycle repeats.

The *turbojet* is quite similar to the ramjet except that it increases the air supply to the combustion chamber by use of a turbine-driven compressor. A turbine in the exhaust section drives a shaft connected to a rotary air compressor in the forward end of the engine. The air is further compressed before it enters the combustion chamber. Because of this added compression, fuel can be burned at better economy. For the turbojet propeller type, the same engine is used except that in addition a propeller is attached to the turbine-driven shaft for additional power which also produces still further economy at lower speeds.

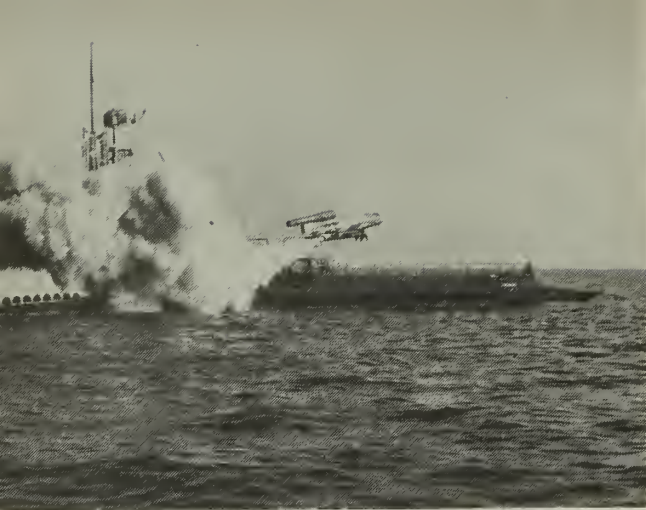


BARRAGE of rockets softens Okinawa beach. Below: Air-to-air guided missiles hang from racks of F3D Skyknight.



SMOKE grenade served as marker for downed WWII airmen. Pyrotechnics include flares, photo flash bombs.





GUIDED MISSILE is launched from sub. Missiles also may be launched from surface ships, aircraft, land.

The *rocket* is the only form of jet propulsion that does not require gaseous air. Its propellant is either a solid, like the powder in an ordinary Fourth of July "skyrocket" or a liquid such as gasoline, kerosene, acetylene, alcohol, or liquid hydrogen.

The liquid propellant rocket carries three tanks—one for fuel, and another for the oxidizing medium (usually liquid oxygen) which enables the fuel to burn. The fuel and the oxidizer are fed into the combustion chamber by small turbo-pumps frequently driven by the release of hydrogen peroxide in the form of steam, from a third tank. Ignited in the combustion chamber, the propellants react to form the hot gases that are ejected at high velocity through the exhaust, imparting a thrust to the system. The rocket continues in operation as long as the propellant supply lasts.

Possibly the most complex part of a guided missile are its intelligence components which guide the missile and take the following form:

- **Television**—Two television cameras are mounted in the robot missile. One focuses on the instrument panel and the other "looks" straight ahead. The remote control engineer, equipped with television receivers, is able to see where the robot is going, and also has a constant view of its instrument panel. He can then make changes in direction, altitude or speed to bring the robot to its target.

- **Self-navigation or auto-celestial**—Here the missile is "asked," while en route to its target, for its position. It automatically gets its bearings from the stars, exactly as a mariner uses his sextant. Not only does it report its computed bearings to the control engineer but it also gives information about its altitude, speed, fuel supply, temperatures of its various mechanisms, density of the surrounding atmosphere and other items affecting progress of its flight.

- **Command guidance**—In this method, the missile carries only sufficient instrumentation to obey directions. A ground radio-radar station simultaneously "tracks" both the missile and its target. These facts are computed and adjustments made in the missile's course to bring the two into collision.

- **Beam guidance**—A radar path, much like a searchlight beam, is directed from the missile launching device toward the target, which may be a considerable distance away. The "beam-riding" missile is fired into

this radar path, provided with suitable mechanisms to keep it within the confines of the directional beam, until it arrives at the point of interception and collision.

- **Homing Guidance**—Homing actually takes three forms; active, passive and semi-active. Homing is a system by which a missile *steers itself* toward a target by means of a self-contained mechanism which is activated by some distinguishing characteristic of the target.

Active homing is a system of guidance in which both the receiver and the source for "illuminating" the target are carried within the missile. (Illuminating in this sense means to "light up" or "make known" the location of the target with instrumentation such as radar so the missile can "see" it).

Passive homing is a system wherein the receiver in the missile utilizes natural radiations from the target for guidance—radiations such as heat, noise, etc.

Semi-active homing is a system of homing guidance wherein the receiver in the missile utilizes radiations from the target which has been illuminated from a source other than the missile.

Most missiles used to intercept targets traveling at supersonic speeds must be equipped with "homing" intelligence. This is accomplished by a radar unit carried by the missile that actually searches out its target.

To illustrate: a missile is launched in the general direction of an approaching target. While in mid-course, it is controlled by one of the methods previously described, such as beam, command, etc.

During its flight, its radar unit is sending out signals and, as it is guided closer and closer to the objective, its own radar begins to receive return echo signals. The closer the missile gets to the target, the stronger become the echo signals, until finally they become strong enough to take over the controls completely. The missile now "rides" its own signal and follows it to a final collision.

All the maneuvering around that the missile must do to effect collision calls for the functions of the *servo system*. This system in broad terms translates command signals received from the command point, and causes the control surfaces to move, thereby steering the missile. The servo system does this with its "muscles" which are hydraulic, pneumatic, mechanical or electric power systems.

Finally, there is the *warhead*. A missile of course is in the last analysis only a means of getting its warhead or payload where it can do the most damage. Warheads may be made up of high explosives, fragmentation or even atomic (special) explosives. The fuzes that actuate the explosive are conventional in most aspects. They are proximity, point of impact, command, and elapsed time fuzes.

These terms are self-explanatory but in brief, command would be the firing of the missile's warhead by electronic signal and elapse time would be merely a time fuze which is rarely used because of the unpredictable variables in flight time and the required necessity for split-second action when a missile is traveling at supersonic speeds.

That is ordnance as it is, but cannot stay, for ordnance is a constantly moving picture, and regardless of your rating, ordnance is important to you because in the final analysis your ship, plane or station, is merely a "platform" to get ordnance where it can defend or conquer.



Marine Ordnance

THE U. S. MARINE CORPS has its specialized ordnance, too, ranging from the armament on tanks and aircraft to the familiar M-1 rifle.

Recoilless rifles, machine guns and hand grenades are included on the long list of Marine armament. During the conflict in Korea, such weapons as the mortar played a big part in holding back enemy advances and in destroying enemy positions.

The photographs on this page show several types of Marine ordnance in action.

Upper left: PVT James F. Mahoney, USMC, a Korean veteran, gets set to lob over a hand grenade. *Upper right:* Marine mortarmen, wearing lightweight nylon-plastic body armor, load their weapon. *Right center:* Riflemen undergoing rigorous training charge with fixed bayonets. *Lower right:* Members of Assault Platoon Weapons Company bring firepower of 57mm recoilless rifle to bear on enemy. *Lower left:* Three-man machine-gun crew takes part in NATO exercise at Orphano Bay, Greece.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ANNUITY PLAN** — If you're a Navyman with 18 years' service (or longer), BuPers reminds you that you have but little more than a month to enter the new Survivor's Annuity Plan if you wish.

1 November is the deadline to get in on the plan in the case of Regular and Reserve personnel with 18 or more years service who are *not* on the Retired List or members of the Fleet Reserve or Fleet Marine Corps Reserve. (However, personnel transferred to a Retired or Fleet Reserve or Fleet Marine Corps Reserve status *subsequent* to 30 Apr 1954, also have until 1 Nov 1954 to participate).

After that date, the plan will enter its permanent phase in which a Navyman will be asked to elect *before* his 18th service anniversary whether he wishes to set aside part of his future retired pay to put toward an annuity for his surviving family.

If you've missed the details on the plan, check the issues of *ALL HANDS* for September 1953 (page 46), December 1953 (page 43) and August 1954 (page 48), as well as the new directive from BuPers just off the presses.

The directive, BuPers Inst. 1750.1A, explains in simple language the important provisions of the Annuity Plan, giving considerable emphasis this time to the evidence you need to have on hand when you decide to enter the plan (i.e., birth certificates, etc.).

In addition to this, on the last three pages of the directive you will find a summary of the various monetary benefits which may be available to your survivors should you die while on active duty. Over against that, you'll find the decreased benefits available to your survivors should death occur after your retirement.

The facts in the instruction and *ALL HANDS* articles can help you decide whether the annuity plan would be a good thing for you.

• **EARLY SEPARATION** — Here is the latest word on early separation of Navymen on current enlistments.

Early separation of enlisted personnel of the Regular Navy, Naval Reserve, and Fleet Reserve according to the schedule set forth in BuPers Inst. 1910.5B is automatic. No individual requests need be submitted.

That instruction calls for personnel to be separated two months early if their normal separation date is on or before 10 Jan 1955. Those eligible for separation 11-20 Jan 1955 will be separated 1-20 Dec 1954 and those eligible for separation during the period 21-31 January will be separated during the period 6-31 January.

Early separation is normally mandatory. However, ships or units that, upon receipt of BuPers Inst. 1910.5B, are on duty in areas where available regularly scheduled transportation will not permit return of personnel in time to meet the schedule may

retain such personnel until transportation is available. In such cases, they must be sent back in sufficient time to insure their separation no later than their normal separation dates.

• **SAFETY MANUAL**—A revision of *United States Navy Safety Precautions* (OPNAV 34-P-1, 1953) is in the mill and officials are asking for suggestions and comments from the field.

The manual rounds up safety precautions to be taken in almost every type of work done in the Navy from seamanship through refrigeration. It is a 500-page looseleaf volume with 25 chapters devoted to various categories of work.

Sent out to the Fleet and to shore installations in December 1953, the manual has proved to be of great value. However, the need for some modifications has been noted and there were certain omissions in the first edition.

As a result the revision is now under way. Any personnel or commands who have recommendations for additional precautions, for deletions or revisions in the manual should address their suggestions to the Chief of Naval Operations (Attention Op 342), Washington 25, D. C., through the regular chain of command.

• **WEIGHT ALLOWANCE:** The 9000-pound net weight limit on shipment of household goods has been lifted and W-4 warrant officers and officers ranking from lieutenant commander to captain have had their old weight allowances restored.

W-4 warrants and lieutenant commanders now can ship up to 9500 pounds; commanders 10,000; captains and above 11,000. These are the same weight limits in effect prior



PASS THIS COPY ALONG — Don't hide *ALL HANDS* from your shipmates — this magazine is intended for 10 readers.

to the time the 9000-pound limit went into effect, with the exception of rear admiral and above.

Weight allowances for other officers and for all enlisted men never exceeded the 9000-pound limit so they remain unchanged. Information on, and authorization for the new weight limits can be found in A1nav 28.

• DEPENDENTS TO HAWAII —

If you're being ordered to the Pearl Harbor, T. H., area for duty, you no longer have to obtain entry approval for your dependents. This new regulation applies to personnel being ordered to shore-based activities or to ships and aircraft squadrons having home ports or home yards located on Oahu, T. H.

The reason for this change is that the housing situation on the island of Oahu, for both civilian and military, has greatly improved. Naval housing units now available to officers and enlisted men are as follows:

There are 1050 units of Public Quarters (furnished) available. In Navy rental housing (unfurnished), there are 1610 units in the immediate Pearl Harbor area and 316 units in Pearl City.

In addition to the above housing there are 2077 Wherry Act housing units on Oahu, 615 units at the Barber's Point Naval Air Station and 1462 units in the Pearl Harbor area.

The above figures, naturally, do not show just how many housing units are actually in use or how many are vacant. This is not possible because of the constant departure and arrival of military personnel and their dependents. Civilian and some veteran housing units are also available to Navymen, but these figures are not available.

Officers and enlisted men are strongly advised to make advance arrangements for housing prior to the arrival of their dependents on Oahu.

Incidentally, applications for government transportation from the U.S. to Hawaii should be submitted direct to the Commandant, 12ND, San Francisco, Calif.

• SHELLBACK CERTIFICATES —

Commanding Officers who expect to be hailed by Davy Jones on entering the domain of Neptune Rex may order Shellback Certificates from their appropriate District Publica-

tions and Printing Offices until present stocks are exhausted.

The decorative certificates, 15" by 20" in size and of distinctly nautical phraseology, are printed in four colors and have space for the ship's seal and CO's signature. They are considered "war surplus" by the Special Services Division of BuPers, having been purchased by individual commands during World War II.

Once the present supply is exhausted the certificates will no longer be available through the Navy Department. When ordering, specify the "diplomas" listed as "Neptune Shellback Certificates."

Individual requests will not be honored. Incidentally, such certificates are not normally available through official channels, the certificates being of an unofficial nature. So don't ask your publication and printing office for any other certificates except these excess Shellback ones. You'll be out of luck.

• PERMANENTLY COMMISSIONED officers and warrant officers of the Regular Navy may now apply for voluntary retirement upon completing 20 or 30 years of active service.

Requests for voluntary retirement received from officers with more than 30 years' service will normally be approved by SecNav but requests for voluntary retirement from officers with 20 years' service will be considered on a basis of "the over-all needs of the service and the merits of the individual case."

All requests should be submitted at least three months in advance of the desired date of retirement and should be addressed to the Secretary of the Navy. They should be forwarded via the chain of command and the Chief of Naval Personnel.

Complete details can be found in SecNav Inst. 1801.1 and BuPers Inst. 1801.2.

• INTEGRATION PROGRAM —

A selection board will convene in February 1955 to recommend candidates for the officer training school in Newport, R. I. from 2215 applicants taking the fleetwide examinations on 1 Sept 1954.

Last year's selection board nominated nearly 100 enlisted personnel and warrant officers for the Regular Navy "integration program." Following their selection the applicants are sent to the school and upon graduation are appointed Ensign, USN.

QUIZ AWEIGH

In baseball, you get only three strikes, but in this quiz you get six tries. See if you can make a grand slam by getting all six correct. Five right is a triple, four is a double, and three is a scratch single. Batter up!



1. Pictured above is the bow of the yard tug Maquinna (YTB 225). Small craft sailors will recognize that "gimmick" on the bow as a (a) bitt (b) ballard (c) Samsan post.

2. The small pole that goes through it horizontally is known as the (a) Norman pin (b) thole (c) pintle.



3. You should easily recognize this ship. Commissioned in March 1953, she is (a) USS Narfalk (b) USS Narthamp-ton (c) USS Nautilus.

4. The ship was originally laid down as a heavy cruiser but was re-designed in July 1948 as our first (a) Tactical Command Ship (b) Communications Command Ship (c) Amphibious Command Ship.



5. The above medal is the (a) Bronze Star (b) Soldier's Medal (c) Silver Star.

6. It's awarded for (a) meritorious service while on active duty (b) personal heroism in combat, but of less degree than that required for the Medal of Honor (c) For saving the life of another person.

To find out your batting average, and the answers to the quiz, check on p. 53.



SHIP'S COMPANY of USS Apache (ATF 67) listens intently during a group discussion on 'sense of values.'

Navymen: 'Characters' with Character

SOMEONE once said, "Character is that which, if you are one of, you haven't any of." The U. S. Navy is continuing proof that the statement is false, for nowhere can be found so many "characters" to the square inch, or as many men with character so deeply ingrained.

Every ship has its crew of "characters"—a boatswain who will linger in memories and sea stories for years to come, a division officer who was especially rough yet went right down to the finish line for his men, or possibly a seaman whose antics set him apart and at the same time drew the crew closer together. It's easy to become a "character"—a lot harder to become both a "character" and a man with character.

To be both, a man has to stick to a set of long-range rules and regulations. Not only the rules and regulations set down by the U. S. Navy, but also those handed down after standing the test of time. They are the rules of society, of sportsmanship—they are the Golden Rule, the

Ten Commandments, all the other basic teachings of the free world.

These are presented to youngsters during their formative years, sometimes with "Pop" administering a strong hand aft to prove his point. By the time a youth reaches the age of 18 or so, he's ready to leave home to take a place in society. Here's where the Navy enters the picture.

While many go into the business or professional fields, and others head for more education, approximately 150,000 enter the Navy each year.

What happens then? Do *Navy Regulations* supersede the other rules that these young people have learned? Can the teachings of parents, schools and churches be stored during their time in service? The answer

to both of these questions is a definite and loud "No."

Recognizing this fact, the Navy has always tried—in addition to training and producing the world's finest fighting men—to make good citizens of all who pass through the rank and file. This used to be done on an informal basis in ships and stations, but recently a formal organized program to promote good citizenship has been established.

In April of 1953 the Bureau of Naval Personnel, in terse military language, issued an instruction to all ships and stations. It concerned the maintenance of "moral standards" and fell in line with a memorandum sent to each of the services by the Secretary of Defense.

The instruction directed flag officers, commanding officers, and all subordinate officers to use every means to help maintain these standards. Petty officers were also given the word that they must share in this responsibility of leadership.

Letters and directives alone can't

Everybody Gets Into The
Act In This Popular
Navy Discussion Program

change a man's outlook on life nor can they serve as a protection against outside influences. Some definite type of program, the Navy decided, was needed which could reach each and every man in the Navy. At first glance that looked like a tremendous task. At second glance it looked impossible.

Since the impossible is something the Navy delights in doing immediately—the job of setting up such a program was begun at once. It has become known as “Character Education” and as such is well underway at all recruit training centers, at various service schools, and on many ships and stations. Eventually it will be Navy-wide, reaching each man and officer.

The program has all the outward appearances of a course of instruction. The meetings are held in classrooms and there is an instructor. Yet, in the actual sense, it is not a course of instruction at all, but rather a series of group discussions, with no texts or examinations other than self-examination.

No one stands up in front of a class to dictate a line of thinking. The instructor, or more properly the “moderator,” starts a controlled discussion and then merely serves as a guide while the men voice their own questions and find the answers.

Properly enough, the moderators are usually members of the Chaplain's Corps, although many other officers and petty officers serve as moderators.

One of the points that is stressed most in this program is that it is not religion or a substitute for religion. The chaplains play a big role

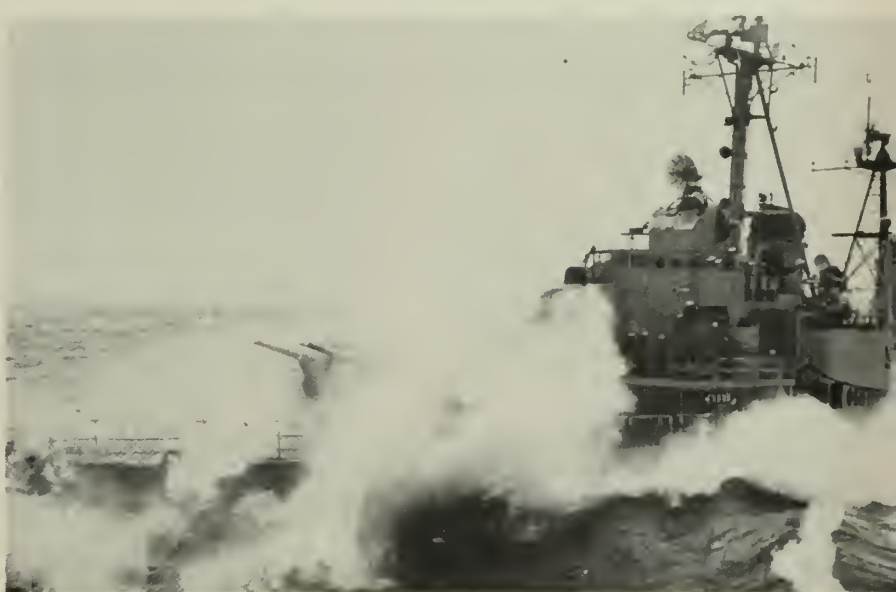
in the program because they are trained to discuss the subject of moral and spiritual growth, the foundations on which the entire character education program is based.

“Moral and spiritual growth”—these words mean a lot and at first glance sound like a very personal matter. As personal, for example, as a diet. Something that is strictly the individual's own business. However, harken back to your childhood days. Remember how your folks kept you on a balanced diet, as a youngster, even though you might have preferred a diet of ice cream and candy?

By the time you had grown up to the point where you could have all the ice cream and candy you wanted, when the choice was up to you, the idea didn't have the appeal

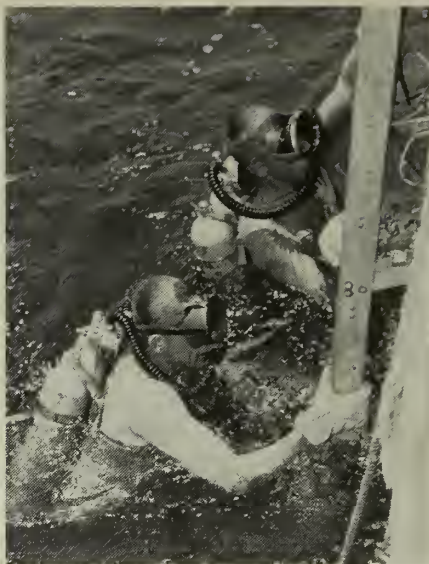
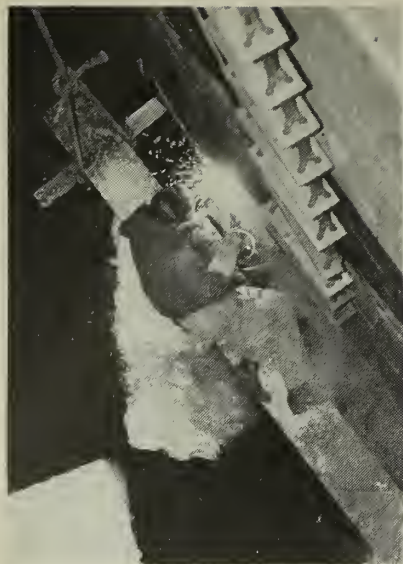


NAVY JOBS call for men of action and character, as witness crews manning guns, battling the elements.



KNOW-HOW pays off at times like this. Sense of responsibility for others is carried into other activities.





INDIVIDUAL PRIDE in one's job is sign of 'solid citizen.' Damage controlman works on vessel damaged by ice (left). Divers climb aboard salvage vessel (center). Sailor applies preservative compound to ship being inactivated.

that it would have had during your younger days. Possibly some few did go on ice cream and candy for a short while to satisfy a longing, but no one could exist long on that alone.

Watching the moral and spiritual growth of an individual is similar to watching a balanced diet. During childhood parents guide their children, explain right from wrong and generally serve as shock absorbers along the way. When the child has grown to the age where he leaves home, he is on his own.

The first taste of complete freedom may go to a person's head and cause him to let down the barriers, forgetting the rules and regulations of life, just as he might forget the rules and regulations of diet.

One of the prime aims of the Navy's character education program is to help young men and women to put a voluntary rein on themselves, to stop and think, to build for the future instead of confining their thoughts and actions only to the present. However, the program isn't limited to new men entering the Navy; it is also designed to serve as a reminder to older men whose ideals may have slipped a little or whose coat of shiny armor may have gotten a little rusty due to long exposure to salt water.

Designing a program to hold the interest of both the "boots" and the "salts" took a lot of thought and time. To aid the "discussion leaders" conducting the classes, a special

guide book has been prepared. It sets the pace of the discussions and provides the topics for each class.

While this manual has proved invaluable it is not a text book to be studied and digested. It is merely a starting point for the students. It is true that most of the discussions pretty much follow the outline of the book, but that is not a detriment—it points up the fact that a lot of good hard thinking was done by the men who prepared it.



DISCUSSION leader speaks informally on deck. Participation by all hands adds value to the program.

They worked thoroughly, studied the results of other informal classes and as a result have generally been able to predict the chain of thought that will be provoked.

Take a look at the various topic heads. You don't need a formal class to get something out of the ideas presented. All it requires is a little—or a lot—of thinking.

• "Let's Look Around," is the first topic head for discussion. In the first get-together students are encouraged to take a check on the world, the U. S. and the U. S. Navy, to figure out, as much as possible, just what is wrong and where. Once that has been accomplished the big question of "Why?" arises.

Almost invariably the classes arrive at the same conclusion—that individuals are more than just on-lookers on the world situation, that people are a part of the *problem* as well as part of the *solution*.

• Once the students have placed themselves right in the middle of things the class is rolling and it is time to move on to a closer look in "Let's Look at Me." At this point each man is encouraged to find out just what he is—an animal, a number, an accident or a total person.

The importance of an individual, not only to himself, but to his family, his friends and his shipmates is brought out into daylight and laid before the class. The men pick it up from there and find out just how the individual can exert a positive

influence on life, how he can make significant progress in the service as well as build toward a better future.

- The future plays an important part in the next discussion which is headed, "How Important Is What I Want?" By weighing the deeds of today against the goals of tomorrow the class moves on to "Which Way Am I Going?" and "Can I Learn to Take It?"

These three topics are all tied closely together and point up the choices that face everyone during his life. Perhaps these three discussions are the most important of all. Here the Navyman gets a chance to compare his hopes and dreams with those of the other students. Airing his future plans—and hearing what his shipmates say a man should be to attain his ambitions—can bring about self-understanding quicker than anything else.

- The remaining regular discussion is "Let's Look at My Freedom." Here some of the liveliest discussions are generated. Once the smoke has cleared and the battle lines secured, the Navyman, often to his own surprise, finds that he has more freedom than he thought he had.

From the very beginning of the discussions to the end, the emphasis is placed on the individual, and that is the prime aim of the course. The moderator has his book-full of illustrations to arouse interest, and boards and movies to stimulate lagging classes, but the main feature of the whole program is to get the individual standing on his own two legs and taking part in the discussion.

If each of the students takes part in the discussions the course is a success. Each will, either in a direct or indirect way, carry the seeds of the ideas presented for the rest of his life. Once a man has been "innoculated," so to speak, he may spread the learning to others, both in and out of the service.

It's a big program that may well produce untold results. Yet, seldom, if ever, are the results of the tangible type that can be put down in black and white. Unlike physical growth there is no way to record moral and spiritual growth. It is an inner thing—its importance cannot be measured.

While it is hard to pin down a certain instance and say, "This is the result of the Navy's character education program," there have been occurrences which indicate that the program is having an effect.



FAMILIES OF CREW wait for USS Libera (AKA 12) as the attack cargo ship moors at Norfolk, Va., after cruise.

One of the most rewarding has been the attitude of the men and women who have taken part. Questionnaires filled out at the end of the course have been enthusiastic. Many students have praised the discussion periods and told of the aid it has given them. A few have turned thumbs down on the program.

In one instance a Navy ship returned from the Mediterranean with amazing set of statistics. During that cruise there had been a character education program underway. In the

previous trip there had been none.

The statistics showed that the VD rate was perceptibly lowered and far fewer men at captain's mast. The counseling load of the chaplains had increased and church attendance at Catholic, Protestant and Jewish services had tripled, as compared with the figures of the trip made before the program got underway.

While that is indicative of headway, officials are loath to give the program all the credit. There are too many outside influences that can enter into the picture. It may have been that the majority of the crew was making the voyage for the second time and they had learned the hard way the first trip. That could have a lot to do with the statistics. However, without a doubt, a good part of the credit did belong to character education.

In another instance, a service newspaper ran a story about a small ship which had not had a mast case since instituting the character education program. Again, although this does show a trend, it does not mean that character education is the whole answer.

While the program isn't the answer to all problems, it is certainly a large step in the right direction if it can make people not only stop and think—but think, and when necessary, stop.

—Bob Ohl, JO1, USN.



SAILORS ON LIBERTY make and get a good impression as they visit this foreign port. Here, Navy men enjoy dance during stop-over in New Zealand.

NEWS OF OTHER NAVIES

In this new section ALL HANDS continues its report of news items of interest concerning navies of other nations.

★ ★ ★

THE LARGEST WARSHIP ever built in Canada, HMCS *Labrador*, has been commissioned and is now on a five-month voyage to the North.

Labrador's construction is based on that of the *Wind* class icebreakers. The ship has an over-all length of 260 feet, maximum displacement of nearly 6,500 tons and a maximum draft of 29 feet. Her speed is given as 16 knots and the shell plating of the hull ranges up to one and five-eighths of an inch special steel.

At present she carries a crew of 24 officers and 204 men. Her current mission is to acquaint Canadian sailors with the northern waters and operating conditions in the event of a conflict in which the Arctic would be a line of observation and defense.

Although *Labrador* will be immediately engaged in extensive scientific research, it is believed that ultimately she and others of her type will take their place in the North as part of a protective screen. To this end the Canadian Defense Department has equipped *Labrador* with many electronic devices, some modified versions of old types and others entirely new, to enable her to chart the North, test Arctic weather and sea conditions, do major cosmic ray research and listen for any unidentified airborne objects.

★ ★ ★

ITALY—The Italian Navy is using a sailing vessel that looks like a ship from the past to train its cadets of today.

Although old in appearance (she was designed along the lines of the vessels of British Admiral Horatio Nelson's fleet), *Amerigo Vespucci* carries within her sides the most modern devices for accurate navigation as well as diesel engines for auxiliary power.

She is 270 feet long and displaces about 4000 tons. She is used to initiate first-year naval cadets to a sailor's life at sea before they become too engrossed in the technical aspects of Navy life.

Her cruises generally take place in the Atlantic



AUSTRALIAN carrier, HMAS *Sydney*, veteran of Korean conflict, visited Baltimore on return from Coronation.

Ocean and she has often skirted the coastline explored by the navigator whose name she bears.

Usually in the spring, the ship leaves the naval base at La Spezia and sails to Leghorn where the Italian Naval Academy is located. There she takes the cadets on board and sails out on the cruise.

★ ★ ★

NATO — Six North Atlantic Treaty nations joined forces in mid-summer in a major air-sea maneuver held in the English Channel.

Ships and planes of the U. S., Britain, France, Norway, Belgium and the Netherlands took part in the NATO maneuvers called "Exercise Haul."

In the mock naval battle, convoys of merchant ships were attacked by submarines from Britain and the Netherlands, a force of Norwegian, British and U. S. patrol boats and squadrons of Allied planes.

Defense of the convoys was the mission of the escort vessels. Air defense was provided by planes of the Royal Air Force's Coastal Command and air defense forces from Britain, Belgium and the Netherlands.

★ ★ ★

GREAT BRITAIN—Building of "small ship types" is going on apace in the Royal Navy. Recently launched were three vessels of new and different design: an inshore minesweeper, a coastal minesweeper and a seaward defense boat.

The inshore minesweeper is designed to operate in shallow waters such as rivers and estuaries. An entirely new type of vessel, it embodies features learned from lessons of World War II and subsequent developments. Along with its minesweeping gear, the inshore sweeper will carry one small gun. In size the ship is 106.5 feet long and 20.5 feet in beam.

The coastal minesweepers, the largest of the three new types, are 152 feet long and nearly 30 feet at their widest. Aluminum is used in their construction for the framing and structural casting. The outer bottom is wood planked. As a result of the use of these materials the hull is largely non-magnetic.

Diesel-driven, they are equipped with the latest minesweeping equipment to operate against both contact-type



FRENCH naval aviators, learning to fly U. S. Navy's *Nephtune* at NAS Whidbey Island, Wash., try a three decker.

and influence-type (magnetically or acoustically triggered) mines. Whereas the inshore sweepers are designed for operations in rivers and shallow waters, the larger coastal sweepers will operate in coastal waters.

The seaward defense boats are Diesel-powered craft measuring 117 feet in length and 20 feet in beam. Their job is to detect, locate and destroy enemy submarines in the approaches to defended ports. For their detecting and locating missions they are provided with electronic equipment. Their armament includes depth charges and deck guns.

★ ★ ★

NATO—Two major training exercises designed to test naval air defenses as well as the naval forces of NATO and other national forces took place recently in the Mediterranean and Southern Europe areas.

Exercise SHIELD ONE, the air exercise, was based on the simultaneous activation of all air defense systems in the Mediterranean area. The maneuver provided national and other commands with an opportunity to defend their respective areas in coordination with other forces. During the exercise, the national units operated as part of an international air defense system coordinated through Airsouth Headquarters in Naples. The national forces taking part included air defense facilities of France, Italy, Turkey and the United Kingdom.

The naval exercise, MEDFLEX ABLE, began in the Gibraltar Command with tactical training in anti-submarine warfare for U. S., French and United Kingdom naval and maritime air forces. Later, French and United Kingdom naval units moved into the Western Command area.

The combined fleets, forming a powerful *force de raide*, cruised in North African, Italian and French waters, carrying out aircraft carrier ASW surface attack and replenishment exercises.

★ ★ ★

BRAZIL—Under its construction program the Brazilian Navy has ordered 22 new vessels from a shipyard in the Netherlands.

The ships to be purchased include ten coast guard units and six troop transports. Six tugs have already been completed by the Dutch shipyard and are now operating with the Brazilian fleet.

Also under construction for the Brazilian Navy are two troop transports that are being built by a shipyard in Tokyo, Japan.

★ ★ ★

CANADA—Prompt action by the crew of a motor cutter from HMCS *Prestonian* saved the lives of four U. S. Navymen when their plane crashed into St. George's Harbor, Bermuda.

Prestonian was on exercises in the Bermuda area with several other Canadian ships when the plane overshot Kindley Field, stalled and smashed tail first into the water within 50 yards of the ship.

Seamen from *Prestonian* manned their cutter as soon as they saw the plane was going to crash and were at the site of the crash within minutes.



PERUVIAN NAVY launched two new submarines in recent months. Here's one, *Tiburon*, making a trial voyage.

They towed one of the survivors to a U. S. Air Force crash boat, then returned to pick up three more. Two others were rescued by the Air Force boat.

★ ★ ★

GREAT BRITAIN — A new-type Diesel engine has been developed for the Royal Navy. It is an opposed-piston, two-stroke cycle engine. Each cylinder has two pistons working in pairs on three crankshafts. The triangular cylinder arrangement gives rise to the term "Deltic" after the Greek letter "Delta," a triangle.

By means of the "Deltic" arrangement, 18 or 24 cylinders can operate in a space that would be taken by three or four of the usual cylinders. The compact engine is said to have a high power-to-weight ratio.



ITALIAN petty officer is welcomed on board USS Coral Sea (CVA 43) during visit to Sardinia on recent cruise.



¿Habla Usted Espanol?

NAVYMEN sailing to the Mediterranean frequently hit one or more ports of call in Spain.

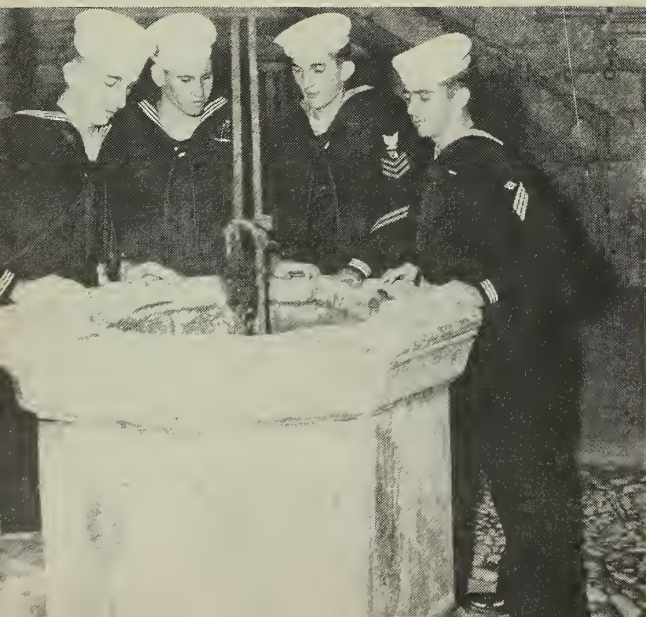
There they find ancient cathedrals, colorful towns and villages, and a picturesque countryside among the many interesting attractions.

Sometimes sailors are able to attend a bullfight—always an exciting occasion.

The first liberty port is often Palma, resort city on Majorca Island, chief seaport for the strategically-located Spanish Balearic Islands. Junkets to Madrid and other points of interest frequently start at Palma, which, has been nicknamed "Spain's Riviera."

Upper left: CPO from *uss Columbus* (CA 74) chats with people dockside at El Ferrol. *Upper right:* Sailor from *uss Roanoke* (CL 145) inspects signal light on bridge of Spanish cruiser *Mendez Nunez*. *Left center:* Trolley car provides transportation for sailors from *uss Salem* (CA 139). *Lower left:* Radarmen from *Roanoke* examine well in courtyard of ancient Spanish home. *Lower right:* Cathedral overlooking harbor at Palma, Majorca Island, attracts these Navymen.

—Mac Fry, JO3, *uss Roanoke*



LETTERS TO THE EDITOR

Living Conditions in Formosa

SIR: I have received orders to MAAG, Formosa, and cannot find any information on living conditions there. Can you give me a run-down on what to expect or the address of someone I could contact for this information?—T. A. C., LCDR, USN.

• Since few Navy people are assigned duty in Formosa, BuPers has little information on it. However, a letter to the "Naval Section, MAAG, Navy No. 3840, care of FPO, San Francisco, Calif." will bring you full details. Also, before being assigned to your new duty station you can expect a period of indoctrination during which you will get all the dope on living conditions.

From what we could dig up, the Army has things pretty well under control in that area. There are 27 houses that have been built by local banks for the exclusive use of MAAG personnel with dependents. These are allotted on a priority basis and the waiting list is quite long.

Most personnel with dependents live in private rental units, houses that are Japanese-style and often require improvement. Screens, Western-style bathrooms, septic tanks, closet and shelf space, a hot water system, additional electric outlets and improvement in the kitchen may cost the renter about \$300 for the work.

Houses are unfurnished; electric heaters and electric stoves are prohibited. Automatic washers are impractical; generally it is not advisable to bring any type of washer. An electric refrigerator is highly recommended and a deep-freeze is most desirable as supplies come in slowly.

Automobiles with automatic transmission should not be taken as there are no provisions for repairs. In addition many roads are rugged and the upkeep is expensive on all types of automobiles.

Good clothing should not be taken to Formosa, especially woollens. During the hot rainy seasons, woollens and leather articles mildew. Cleaning is expensive and sometimes ruinous. It is recommended that any civilian clothes be of a washable type as most people wear sport shirts and slacks the year around.

Limited medical and dental care is available and there is a relatively modern hospital in the city of Kaohsiung.

At the present time the only means of elementary education in southern "Taiwan" is through the Calvert School

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

correspondence system. An American school is in the process of being built with grades one through eight. High school education will continue to require correspondence courses.—Ed.

United Nations Service Medal

SIR: My previous ship, a destroyer, is eligible for the United Nations Service Medal. In the Navy Department Bulletin of 30 June 1952, Joint Letter 52-304 states that commanding officers should submit lists of eligible personnel, including rank or rate, to the Chief of Naval Personnel.

My question is: If no list was submitted from the ship, can I submit my own request through proper channels from my new duty station, or will I have to write to my previous duty station and request that they submit my name to the Bureau.—W. J. E., YN2, USN.

• To obtain the UN Service Medal—or any other campaign or service medal which you believe you rate—you may apply to the Chief of Naval Personnel (Attention: Pers E3), Navy Department, Washington 25, D. C., via your present commanding officer.

Make your request in a letter and give your full name, service number, rate, the dates of service for which the medal is claimed and the units to which you were attached during each period of eligibility.

Your eligibility will be checked and you will be sent all available medals for which you qualify.—Ed.



UN Service Medal

Quarterly Marks While In School

SIR: There has been some conflict concerning a question regarding assignment of conduct and proficiency marks of enlisted personnel attending schools. It is my understanding that in accordance with BuPers Manual, Article 7821, (7)(a), that a person will not be assigned marks other than those in conduct, in as much as he is a student undergoing instruction.

Can the commanding officer of a school assign a mark in proficiency? Also, can he assign a mark in conduct of less than 4.0, if the student was disenrolled and no disciplinary action was taken during that period the student attended school?—L. L. P., YN2, USN.

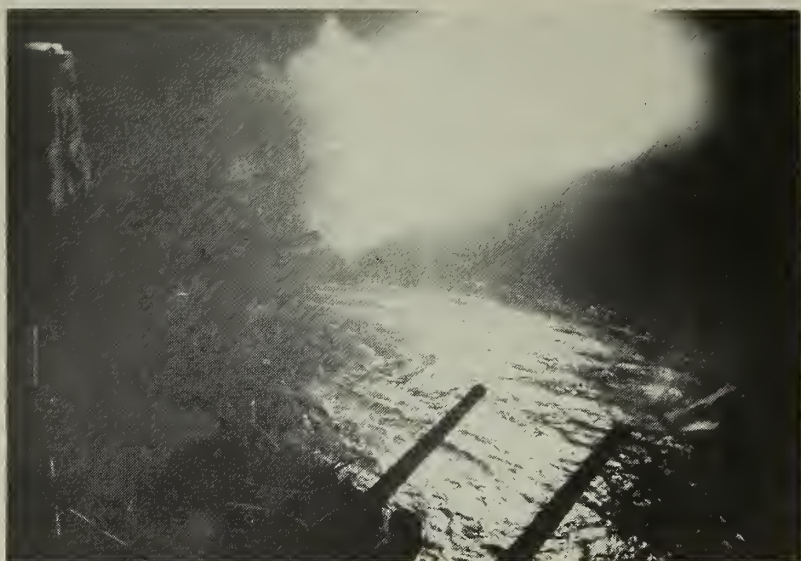
• Article C-7821(7)(a), "BuPers Manual" indicates that proficiency in rate marks are not assigned to students undergoing instruction. As for your second question, normally, lowered conduct marks are assigned only as a result of offenses committed for which punishment is awarded. However, lowered conduct marks MAY be assigned for other good and sufficient reasons. These must be accompanied by an entry on the administrative remarks page of the man's service record to explain the mark of less than 4.0.—Ed.

Court Reporters

SIR: I read in a commercial handbook that enlisted men are entitled to additional pay for acting as court reporters for general courts-martial, courts of inquiry, military commissions and retiring boards, pursuant to an Act of Congress dated 25 Aug 1937. The rate of pay was listed as 25 cents for each 100 words transcribed and ten cents for each 100 words additional copy. Is there such a provision still in effect?—G. C. C., YN2, USN.

• The provision mentioned in your letter is not applicable to courts-martial in the cases of members of the U. S. Navy.

The Naval Supplement to the "Manual for Courts-Martial (1951)" provides that no expenses shall be incurred to the government by the employment of a reporter or interpreter to assist in a court-martial except under authorization of the convening authority. Under no circumstances are naval military personnel authorized to be paid additional compensation for the performance of such duties. Compensation of civilian personnel so authorized will be paid at the prevailing wage scale for such duties.—Ed.



BIG GUNS of USS New Jersey (BB 63) add their destructive firepower to weight of naval artillery blasting enemy locations in Korean conflict.

What Was the Heaviest Single Salvo of Naval Guns?

SIR: In line with the request published in *ALL HANDS* for little-known Navy records, here is one that, if not a unique occurrence, is unlikely to be duplicated at any time in the foreseeable future.

It happened during the Gilberts operation in World War II. Six battleships (two *Washington* class and four *South Dakotas*) were detached for a hit-and-run raid on Nauru Island. I was fortunate enough to have been the officer of the deck during General Quarters on board the battleship *uss Indiana* (BB 58) and Admiral (then Captain) William M. Fechteler, USN, was our skipper at the time.

The approach was made with the heavies in line-of-bearing parallel to the shore. The six battleships made a simultaneous turn to column and on signal fired what I suspect was the heaviest single salvo of naval guns in this or any other war, 54 sixteen-inch guns firing together.

This action had little if any effect on the course of the war, but as one of the few opportunities after 1942 that the fast battleships were free to maneuver without the aircraft carriers underfoot and as a display of seaborne power it has a warm spot in my memory.—LCDR H. F. Burr, USNR.

• To add a few facts to yours, the Nauru bombardment took place on 8 Dec 1943 and subjected the enemy-held island base to a withering shell-fire that started huge fires, destroyed planes, shops and other installations, killed a number of the enemy, and eliminated the small island's effectiveness in the future (at least the Japa-

nese never made any further use of it).

Prior to the bombardment, Japanese aircraft had been taking off from Nauru to attack our shipping supply line. U. S. aircraft had made several bombing attacks on the island but the Japanese were always able to make rapid repairs.

The six battlewagons that mounted the attack you mention were *uss South Dakota* (BB 57); *uss Indiana* (BB 58), *uss Massachusetts* (BB 59) and *uss Alabama* (BB 60) of the *Indiana* class; and *uss North Carolina* (BB 55) and *uss Washington* (BB 56) of the *North Carolina* class. However, they weren't all alone; the carriers *uss Bunker Hill* (CV 17) and *uss Monterey* (CVL 26) were nearby and their planes furnished the battleships air cover.

As to whether the opening shots of this two-hour bombardment represent the largest simultaneous broadside of the war is difficult to determine.

For instance, another whopper that comes to mind is the simultaneous broadside fired by the battleships *Pennsylvania*, *California*, *Tennessee*, *Mississippi*, *Maryland* and *West Virginia* (plus broadsides from eight cruisers and a number of destroyers) in the action of Surigao Strait in the Philippines in October 1944. This broadside, the famous "Crossing of the T," opened the big-ship attack on the advancing Japanese surface force, an attack which resulted in one of the biggest surface naval victories in history.

With this salvo, we fire it back to you.—Ed.

Factors in Selection for OCS

SIR: When submitting an application for OCS, are the applicants considered mostly on their GCT, ARI tests and quarterly marks, or does the individual's civilian training, time-in-service and other qualifications have a bearing on final selection?—D. R. D., HN, USN.

• GCT and ARI scores are important, but there are many other factors that are taken into consideration. The selection boards consider the score made on the Officer Selection Test; the commanding officer's evaluation and recommendations; the ratings of a local board of officers appointed by the commanding officer to assess the personal qualifications of the applicant to determine whether he possesses officer-like qualities and, of course, the individual's service record. Comparisons of all these factors are made and the applicants who appear most qualified in all of these categories are selected to fill the authorized quota.—Ed.

'Obliserv' for Navy Schools

SIR: A recent *ALL HANDS* carried an article entitled, "Training and Transfer to FT and ET Ratings Offered to Men in Grade E-4 and Above."

I find that I am fully qualified in all respects for this program, except for having two years' naval service over the maximum 12 years.

It seems to me that every time some program like this comes along, one where I can advance my knowledge and position, one that I can qualify for by reason of background and training, I meet the requirements stated for GCT, ARI, MECH and proficiency marks, but I miss out on a time requirement ranging from a few months to a few years under or over the time I have in service. Furthermore, in some previous cases where my time was under that required, I found that when I did have the required time the program either no longer existed, or the needs of the service no longer called for my rating in a particular program.

Would it not be possible to get some sort of waiver in my case, inasmuch as I would still have the five years obligated service required by reason of agreeing to extend my present enlistment—expiring in August 1956 — for four years; or I could request discharge for immediate reenlistment for six years, whichever would be satisfactory—G. D. C., Jr., RDC, USN.

• BuPers Inst. 1440.12, which sets up this particular rating change program, states that waivers may be requested for any of the requirements except the obligated service time and gives instructions for forwarding your request.

Obligated service requirements set up to insure that personnel entering a

given program will complete the necessary schooling and be returned to the Fleet with enough duty time remaining to make it worth the cost to the Navy of training.

Under the program you mention, personnel are required to have at least five years' obligated service. Since you already have 14 years' service, and schooling with necessary transfers would take a year or more, even if you shipped for six the Navy has no assurance that you would not transfer to the Fleet Reserve in four and a half years—as you would be entitled to do. The Navy does not feel that its investment could be repaid in less than five years.—Ed.

Transfer to Retirement List

SIR: I will finish 30 years of active duty soon, with no bad conduct. The highest rank held was Chief Machinist (W-2).

Will you please tell me how much retirement pay I will draw each month, and how long it will take the first check to reach me after I leave the service?

I have been told several different answers to these two questions, and would like you to give me the "straight scoop."—H. S. K., BTC, USN.

• A Navyman transferred to the retired list after completion of 30 years' active service is entitled to 75 per cent of his base pay in the highest rate or rank satisfactorily held. Therefore, your pay will be based on the W-2 rank with over 30 years' service.

The initial retired pay check is normally mailed on the tenth day of the month following the month in which retirement became effective.—Ed.

Officers Eligible for Retirement

SIR: I have two questions regarding officers' retirement that I hope you will be able to answer for me.

(1) If six months or more count as a full year in computing the number of years that the two-and-one-half per cent factor is multiplied by, may an officer request retirement effective at 19 years six months?

(2) If an officer had 60 days' earned leave could he take this leave as his last 60 days of active duty just prior to retirement date, instead of receiving a lump sum payment for it?—L. R. L., LCDR, USN.

• (1) While six months or over count for pay purposes, the law states that the member must complete 20 years' active day-for-day service before he is eligible to request retirement.

(2) An officer who has 60 days' earned leave prior to his retirement date must receive the lump sum payment in lieu of taking leave.—Ed.



ADMIRAL DEWEY, shown here against background of fighting at Manila Bay, was only 'Admiral of the Navy.'

Dewey, 'Admirol of the Novy'

SIR: I have been having a pretty heated argument with one of the chiefs aboard ship and I hope you will be able to settle it for us. I'm sure that I read someplace that George Dewey was given the rank of a six-star admiral by a special act of Congress and that this rank was discarded upon his death in 1917. I'd be willing to bet my shirt that this is true. Am I right?—D. C. G., QMC, USN.

• Hold onto your shirt Chief—there never was a six star admiral. The highest position held in the history of the U. S. Navy is that of Fleet Admiral with its five stars. Admiral George Dewey, USN, held the rank of a four-star admiral with the title of "Admiral of the Navy."

The rank of Admiral of the Navy was created by Act of Congress on 2 Mar 1899. The Act provided that the officer holding this rank should not be placed on the retired list except upon his own application. It further provided that when such office became vacant by death or otherwise, the office would cease to exist.

On the date of this act, Rear Admiral George Dewey was appointed Admiral of the Navy. He held this rank until his death on 16 Jan 1917, whereupon the rank of Admiral of the Navy ceased to exist.—Ed.

Antorctic Expedition

SIR: Has a ribbon or medal been authorized for the Antarctic Expedition of 1946-47? I was a member of that expedition and have since noticed that ribbons have been authorized for previous expeditions. If it hasn't been, is it possible that Congress might yet authorize one?—W. M. B., MM3, USN.

• The Navy Department has not established a medal for the Antarctic expedition during the period 1946-47. Moreover, authorization for one in the future is not contemplated.—Ed.

USN Integration Program

SIR: As a destroyer skipper who has on board a graduate of the first OCS class under the Regular Navy Integration Program, I am at a loss to understand why the initial commissioning rank is limited to ensign.

Why not start such officers as LTJG, if they have completed at least 10 years of active duty and have passed their 30th birthday? In the case of my officer he is worth his weight in gold and is well qualified to serve as a LTJG. Are there any provisions for a spot promotion in such a case?—G. W. R., CDR, USN.

• Your idea has much merit, Commander, as it is a recognized fact that officers appointed under the Regular Navy Integration Program are outstanding; however, it all hinges on the needs of the service. At present the needs of the service do not dictate the necessity for appointing these graduates, either initially or through spot promotions, in the line to a grade above ensign.—Ed.

Officer With Good Conduct Medol

SIR: I enlisted in the Naval Reserve in January 1943 and was discharged in March 1946. I received a commission in the inactive Naval Reserve in 1949. Am I entitled to wear the Good-Conduct Medal on my officer's uniform—R. M. G., LTJG, USNR.

• Yes. If you earned the Good Conduct Medal while you were an enlisted man you may now wear it on your officers uniform.—Ed.

Attache and Mission Assignments

SIR: I put in for attache duty four months ago and I received notice that I was put on the waiting list.

I would like to know how the Bureau maintains this list, and if higher rated men are chosen for assignment first. I would also like to have some idea as to when I can expect my orders.—L. D. O'B., YN3, USN.

• Missions, Attaches, MAAGs and NATO activities have an established allowance assigned, broken down by rates. Whenever possible these allowances are filled rate for rate; however, in some rates where there is a shortage on the eligibility list, it is sometimes necessary to fill a second class billet with a third class, etc.

The best qualified personnel of all applicants on the list by rate are selected to fill requirements. This is determined by reviewing duplicate service records of each applicant upon receipt of a request for the above duty. It cannot be predetermined when or if an individual on the list might be selected.

Incidentally, BuPers Inst. 1306.6 and the December 1953 issue of ALL HANDS contain pretty complete information on duty with attaches and missions.—Ed.

Assignment of WOs

SIR: As a comparatively new warrant officer, I am quite in the dark concerning the assignment and distribution of WOs in the aviation designator group. Your answers will be highly interesting to me and other newly designated aviation WOs.

(1) Is duty in Fleet Air Units based in the continental U. S. considered sea duty and is island duty, such as Japan and Hawaii, considered foreign shore duty?

(2) Who assigns aviation warrant officers?

(3) Is there any way for a warrant officer to get into the guided missile program?

(4) Is it possible to get any sort of list which covers the schools or specialized training programs available for air gunners?—V. C. H., GUN, USN.

• (1) *Duty with Fleet Air Units based in the continental U. S. counts as sea duty for rotation purposes. Foreign shore duty, as such, is not defined by BuPers Inst. 1300.5A. This instruc-*

tion, however, defines "overseas service" as duty performed ashore at naval activities beyond the continental U. S. and aboard non-rotated naval vessels in the European and Asiatic areas.

(2) *Orders are written by BuPers on individual nomination from CNO (Op 541).*

(3) *There are no 7210/WO billets in the guided missile field. However, there are schools and billets in AWW and Mine Warfare assigned by BuPers.*

(4) *There is no list compiled covering the schools or specialized training available for Air Gunners.—Ed.*

Changing WO Designators

SIR: What is going to happen to the warrant officers whose category is being eliminated under the new warrant program? To be more specific, in my case I am a 7632 with no electronic background. I fail to see where I would fit into an electronic billet. Will we be reverted or just what plans are being made for us?—R. E. J., CHRELE, USN.

• *All 7632 Radio Electricians are being changed to 7662 and will be ordered to the Electronics Maintenance School, Great Lakes, Ill., for 12 months' duty under instruction to prepare them for ultimate assignment to Electronics billets ashore and afloat.—Ed.*

Shore Duty Before Retirement

SIR: I have been under the impression that it was standard procedure for a naval officer to be assigned a shore duty billet in the naval district in which he is to retire one or two years prior to his retirement.

Since I have 28 years' service at present and intend to submit a request to be placed on the retired list upon completion of 30 years' service, I would like to know if I am correct in my thinking. Can you tell me if my assumption is correct?—W. W. H., LCDR, USN.

• *Officers becoming eligible for retirement may request assignment to a specific shore duty for their last tour provided the date of retirement is known and if the officer is due for normal rotation to a tour of shore duty. This privilege of requesting a specific duty applies to any officer and is not restricted to or more binding for officers due for retirement. Every consideration is given such requests, but the assignments naturally must be made on the basis of the needs of the service.—Ed.*

Acting CPO in Fleet Reserve

SIR: Provided that a man is eligible for transfer to the Fleet Reserve upon completing 20 years' continuous service and his rate is chief petty officer, acting appointment, what would his rate become upon transfer to the Fleet Re-

serve? He is not eligible for any special considerations nor has he ever held a commission. We have been wondering, since the issuance of permanent appointments to CPOs is being held in abeyance, if the individual requesting such a transfer would be placed on retainer pay as a CPO, acting appointment or as a PO1, his last permanent rate?—J. L. F., PNCA, USN.

• *Your worries are over, Chief. Such a person would be transferred to the Fleet Reserve as chief petty officer, acting appointment. He would receive retainer pay as specified for pay grade E-7.—Ed.*

Is It JOOD or JOOW?

SIR: What is the official title of a junior officer on watch on the bridge while underway—Junior Officer of the Watch (JOOW) or Junior Officer of the Deck (JOOD)?

I have always heard this officer referred to as the JOOD to distinguish him from a junior officer on watch in the engineering department.

Navy Regs does not seem to state specifically. The latest edition of the *Watch Officer's Guide* is consistent in use of "Junior Officer of the Watch." *Naval Terms Dictionary* is not too clear on the point.—E. E. H., LT, USN.

• *Both the title "Junior Officer of the Deck (JOOD)" and "Junior Officer of the Watch (JOOW)" are used aboard ship. The former is considered to be more popular as it has, through usage and custom in recent years, become a familiar title. Most instruction books, however, such as Watch Officers Guide use the term "JOOW" throughout. The majority of standard ship organization books also use this term. Prior to 1851, the "Officer of the Deck" was called the "Officer of the Watch," which probably accounts for the title "Junior Officer of the Watch." In view of the above, it is believed that "Junior Officer of the Watch" is technically correct, but that "Junior Officer of the Deck" is more popular.*

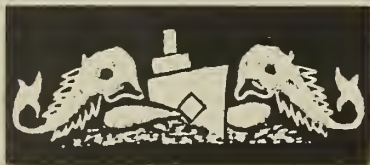
In addition to the "JOOD" or "JOOW" on board large naval vessels, a junior officer undergoing instruction may be assigned a watch as "Gentleman of the Watch." The title has been used as late as February 1953. This officer is supervised and directed by the "Officer of the Deck." After a qualification period in this capacity, he then becomes qualified as "Junior Officer of the Deck" or "Junior Officer of the Watch." According to one authority an officer standing an indoctrination watch is called the "Assistant Officer of the Watch.—Ed.

SS—Qualified in Submarines

SIR: Would you please help me settle an argument we have been hashing out here for some time? I say that a person who is qualified in submarines is entitled to use the letters "SS" after his rate, i.e. ENC(SS) USN. Can you tell me just where to find the authority for this, if there is one?—J. W. S., HMCA (SS) USN.

• *Right you are, Chief. Did you get too carried away with talk to think of the "BuPers Manual"?*

Article C-7404.6a states: "When a man has been examined and is qualified for submarine duty, an entry shall be made in his service record as follows: '(Date)—Qualified in submarines this date and assigned the enlisted designator.' The enlisted (SS) designator shall be placed immediately after the man's rating abbreviation, in parenthesis, e.g. YN1(SS), and shall appear with his rating abbreviation on all service record pages and on all correspondence pertaining to him thereafter, or until such time as his submarine qualification may be revoked. A man who has so qualified and who subsequently is detached from duty in submarines is considered to retain his qualification."—Ed.



Submarine Insigne

Return to U.S. Before Discharge

SIR: Are personnel serving overseas supposed to be back in the U. S. any specified period of time before their discharge date? I have always been under the impression that they are supposed to return at least 30 days before they are due to be discharged, possibly earlier if they have any unused leave. Am I correct?—C. L. M., AK3, USN.

• To insure that personnel are separated not later than the date they become eligible, regulations provide that an individual should be transferred for separation in sufficient time to allow for completion of all travel plus an additional seven days to allow for separation processing and unforeseen delays. Also, no leave can be granted en route.—Ed.

Promotion Requirements for CWOs

SIR: What are the sea duty requirements for promotion of an officer in a case such as mine? My permanent rank is Chief Boatswain (W-3) and I hold the temporary rank of lieutenant. How much time at sea will I need for selection to lieutenant commander when I come up for it in 1956?—J. E. P., LT, USN.

• The Officer Personnel Act of 1947 provides that sea service is a requirement for promotion of only those officers whose permanent status is above the grade of commissioned warrant officer. There is no legal sea-duty requirement for promotion purposes for officers in your category.—Ed.

Grade of CPOA in Fleet Reserve

SIR: Some two years ago I was rated CPOA (T). Since that time, the (T) designator has been dropped from the CPO. However, all CPOs who made their rate since 1952 are temporary. Does the Navy ever intend to bring back a permanent CPO rating? What would be the retirement or retainer pay of a man holding a temporary chief rating who desired to go into the fleet reserve? What rate would he hold in the Fleet Reserve?—B. J. S., QMCA, USN.

• Paragraph 4b of BuPers Notice 1433 of 5 Jan 1954 states that when it becomes possible to authorize the issuance of permanent appointments, they will be issued in accordance with the provisions of Article C-7209, "BuPers Manual." In other words, permanent appointments have not been abolished but their issuance is being held in abeyance.

The retainer pay of a CPO acting appointment on transfer to the Fleet Reserve will be that specified for pay grade E-7. Your rate in the Fleet Reserve will be the rate held upon transfer, permanent or acting appointment as applicable.—Ed.



HIGH SCORERS in good will—Members of soccer team from USS Pittsburgh (CA 72) await start of their game with the All-Arabian team at Aden.

Soccer Team Has Record in Games (Lost), Good Will (Won)

SIR: Thought you might be interested in a ship's sports story—the USS Pittsburgh Soccer Team. We have just returned from a five-month cruise to the Indian Ocean and the Mediterranean. As soon as we arrived in Europe in late January we organized a soccer team to play the local teams in various ports we were to visit. Only three men had ever seen a soccer game before, but about 15 officers and men came out for the team. We didn't know much about the game but we had very flashy blue and gold uniforms and usually a band to play at the games.

Pittsburgh played the following teams on the cruise: Karachi All Stars (Pakistan), Royal Ceylon Navy, All Arabian Team (Aden), Ethiopian Army, the University of Barcelona and the Italian Naval Academy. Though Pittsburgh lost every game played to the expert native players,

thousands of people attended the games and enjoyed the contests and music. In Asmara, the Capital of Eritrea, the daughter of Haile Selassie presented a silk banner to the Pittsburgh team and individual medals to each player.

We feel that our team did quite a job in spreading good will in the countries we visited and played soccer. The natives appreciated the fact that soccer is not the U. S. national sport and we found many of them rooting for our team when the games got one-sided.

I should add that we won every basketball game we played on the cruise (nine games) at the same time we were losing all the soccer games.—P. D. Gallery, CAPT, USN, Commanding, USS Pittsburgh (CA 72).

• Congratulations to the Pittsburgh soccer team, which piled up a top record in good will.—Ed.

Reenlistment and Retirement

SIR: I have heard a number of conflicting stories concerning retirement and reenlistment. Could you check me out by giving the answers to these questions:

(1) I left the Naval Service in 1945 with the rate of MU1. I reenlisted in August 1948 with the rate of MU3. What rate will I retire with, at the end of 20 years' service?

(2) Was there a law which stated that a man would lose only one rate upon reenlistment after broken service?—R. C. B., MU3, USN.

• First, as you probably know, upon completion of 20 years' service, you must transfer to the Fleet Reserve and

remain there for another 10 years whereupon you are eligible for retirement. Your rate upon entering the Fleet Reserve will be that rate you held at that time.

There is no provision to advance you to the highest rate held unless you retire for physical disability and only then if the rate was temporary.

In regard to your second question, the instructions in effect at the time of your reenlistment in August 1948 provided that ex-members of the U. S. Navy who were discharged with an Honorable Discharge, as in your case, on or after 15 Aug 1945 in the rate of MU1 would be accepted for reenlistment in the lower rate of MU3.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, 25, D. C., four or more months in advance.

• *uss Lexington* (CV 16, now CVA 16)—An annual reunion of crew members of Lexington is scheduled for 10 September at the Lakewood Country Club, Long Beach, Calif. All former crew members are invited. Contact Tallie James, 2651 Cedar Ave., Long Beach, Calif., or T. E. Laffin, 1659 Washington St., Long Beach, Calif.

• *uss Kitkun Bay* (CVE 71)—All personnel of this ship and Air Squadron VC-5 who are interested in a reunion to be held in New York on 25 October, write to Rowland B. Haines, 80 East Palisade Ave., Englewood, N. J.

• *Task Unit 77.4.3*—All personnel of the ships and air squadrons of this Unit who are interested in holding reunions on 25 October, the tenth anniversary of the Battle for Leyte Gulf, such reunions

to be held at places to be determined by the responses, write to Rowland B. Haines, 80 East Palisade Avenue, Englewood, N. J., who volunteers to act as a clearing house for responses until local committees can be formed.

• *62nd Naval Construction Battalion*—This Battalion will hold a reunion at the LaSalle Hotel in Chicago, Ill., on 4th and 5th of September. Contact Wilard Richardson, 432 W. 74th St., Chicago, Ill.

• *North Sea Mine Force*—This association will hold its annual reunion at the Hotel New Yorker, New York City on the 14th and 15th of October. All Mine Force men welcome. For further information, contact J. J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N. Y.

• *uss Trego* (AKA 78)—A reunion of those who served on board Trego during World War II is proposed for 26, 27, and 28 November in Atlanta, Ga. Contact J. N. Sorrow, 150 Hawthorne St., Athens, Ga., or M. A. Garner, Rt. 2, Box 92, Greenwood, S. C.

• *Your interpretation of the subject article is incorrect. If the commanding officer of a ship departs for an absence to exceed 72 hours, the executive officer immediately succeeds to command on a temporary basis. Then, as long as the XO remains acting CO, the Third Substitute (formerly known as the "Third Repeater") is displayed to indicate his absence from the ship.*

As for your second query, Rule 11, International Rules of the Road," dated 1 Jan 1954, prescribes the display of a black ball when anchored in international waters.—ED.

Assignment to UDT Duty

SIR: I am presently serving in the Naval Reserve on active duty in the rate of SWS2 and would like to know the procedure for assignment to UDT duty.

I served as a boatswain's mate in UDT for more than two years while in the Regular Navy and feel that I am still qualified for this type of duty. How do I go about getting it?—H. L. B., SWS2, USNR.

• *Commander Service Force, U. S. Pacific Fleet and Commander Service Force U. S. Atlantic Fleet disseminate the information concerning UDT training. Requests should be submitted via the chain of command to the appropriate service force commander. They will notify you if you are eligible and assign you to school if there are any openings.—ED.*

Cooks and Bakers School

SIR: At present I am on duty in Hawaii but I'm about due for a transfer back to the Mainland where I would like to go to a service school. I have heard about an Army school in Chicago for the advanced training of cooks and bakers, but haven't been able to get any definite information on it. Can you help me out?—C. A. P., CS1, USN.

• *The school you are referring to is probably the U. S. Army Meat and Dairy Hygiene Enlisted Course at 1819 West Pershing Road, Chicago, Illinois, an eight-week course of instruction.*

Naval personnel are no longer being sent to this school. The Naval School, Cooks and Bakers, Class "B" at Newport, Rhode Island, was established to provide specialized training for cooks and bakers. If you are interested in this school your ship's office can give you the details.—ED.

Third Substitute

SIR: Is the following interpretation of Article 151.2, DNC 27, correct? The pennant known as the "third substitute" is flown for the first 72 daylight hours of a commanding officer's absence. It is then used as an indication of the executive officer's absence until return of the commanding officer.

I would also like to know if anything besides custom or habit dictates use of the anchor ball in international waters.—L. N. B., QMC, USN.

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Torpedo Takes a Trip

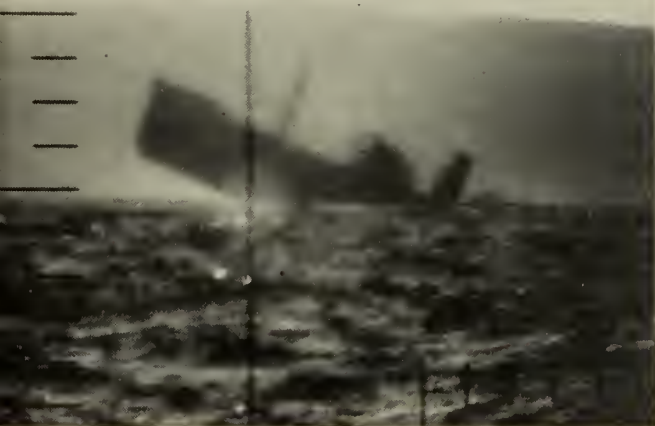
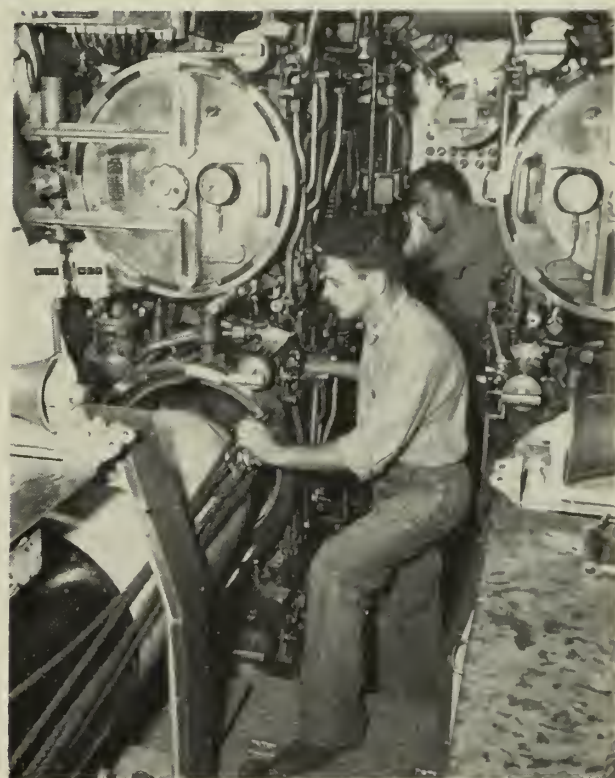
TORPEDOES — those mechanical puzzles of some 1200 assemblies with 4000 parts—have played an important role in naval warfare for many years.

Sometimes called "tin fish," sometimes known as "steel barracuda," the modern torpedo is a deadly instrument, whether launched from submarine, aircraft or surface vessel.

Training sailors to torpedo elusive targets could be an extremely costly project for the Navy. Torpedo repair shops, however, have saved the Navy upwards of one million dollars a year by overhauling and repairing "used" torpedoes.

The photos on this page typify a torpedo's "life."

Upper left: Torpedo is broken out of storage at submarine base for delivery to underseas vessel. *Upper right:* Crewmen load practice torpedo aboard attack submarine. *Right center:* Navymen prepare to launch torpedo during simulated attack. *Lower right:* Test torpedo makes a big splash. *Lower left:* Enemy vessel goes under after being torpedoed by U. S. submarine during World War II.



The Greatest Show on-or off-Earth

If you are walking the deck of your ship on a starry night and you take a casual glance at the sky overhead you get the impression of a helter-skelter assortment of stars, distributed at random without a pattern. There are so many bright stars and faint stars, all mixed together,



that it seems impossible for you to learn much about them without years and years of study.

Fortunately, however, this is not true. Looking up at the sky you'll notice little groups of stars that form the design of a square, a diamond, a kite or a cross. The Big Dipper, for example, is one of the most famous of these star groups which are imagined to look like familiar things.

As a new observer, however, you will find that there is more difficulty in being able to see the mythological figures outlined in the stars. These figures, called "constellations," are the basis of legend and folklore throughout the world. The constellations are harder to spot because few of them look at all like the objects for which they are named. Just what then, are the constellations? How did they get their names?

The constellations are groups of stars around which imaginary creatures or objects have been drawn for scores of centuries. They were created in the minds of the ancients



for two reasons: *first*—to illustrate a story, and *second*—to help in recognizing and remembering the stars.

Thousands of years ago it was just as hard as it is today to point up to the sky and expect to select a single star from the myriads twinkling in the heavens. It was not hard,

however, to speak of the star next to the end of the tail of a bear which was imagined to be up there. Everybody came to recognize the figures and they have come down to us through the ages.

Stars were grouped into constellations at very remote times in all the lands of the earth. Originally, the constellations formed in different parts of the world were quite different from one another; but in time, they began to influence one another. The principal constellations now recognized are nearly the same as the ones recognized among the ancient Greeks before 300 B. C. (excepting the ones added at various later times in the southern sky that could not be seen from Greece).



Even before there was written history, stories of great heroes and beautiful heroines were told by father to son, or by a group leader



to his followers, as they sat around a camp fire. These legends grew more wonderful with each generation of retelling until the heroes became gods. The stories of these gods who battled the forces of evil and won the hearts of the beautiful maidens marked the beginnings of mythology.

As the tales of these adventurous gods became accepted fact in ancient life, the "story tellers" decided that the gods deserved magnificent monuments in their honor but nothing as perishable as monuments on earth would be satisfactory. However, when they looked up at the distant, mysterious stars they knew that they had found a fitting memorial for their gods.

One group of stars they named for a great hero, another they named for the maiden he rescued, still another they named for the sea monster that was going to destroy her. As time went on, these constellation figures came to be more widely recognized and finally were



incorporated as part of early astronomical writings.

Most of the constellations do not actually look like the objects or persons for which they are named. Just as *uss Doyle C. Barnes* (DE 353) does not look like Mr. Barnes even though it was named for him so the stars do not necessarily resemble the objects or persons for which they are named. However, a few of the star groups do bear some resemblance to the objects in whose honor they are named.

The Constellations

The most familiar group of stars in the sky is the "Big Dipper." Found in the northern sky the Big Dipper is not a constellation—it is really part of the constellation *Ursa Major*, the Big Bear. The handle of the dipper is the tail of the bear and the bowl is its back.

There are many legends that tell how the Big Bear happened to be in the sky. The most familiar story is that Jupiter, the ruler of the gods, made his wife Juno very jealous



by admiring Callisto, a beautiful woman. In revenge Juno turned Callisto into a bear. The transformed Callisto had a son named Arcas. Walking in the woods one day he saw a huge bear coming toward him. His mother, even in her animal form, recognized her son and started to

greet him. Areas thinking that he was being attacked, was about to kill his mother when Jupiter looked down from the heavens. In order to prevent the tragedy that was sure to follow, Jupiter took the big bear by the tail and tossed it up into the sky. Because the bear was very heavy its tail stretched—that's the reason the sky bear has such a long tail. So that Areas could be with his mother, Jupiter turned him into a little bear and placed him in the sky too.

When Juno heard what had happened she made sure the two bears would never get any rest. They can be seen, at any time of the year, swinging unceasingly around in the northern sky. In fact, the tail of the Little Bear is tied to the almost stationary North Star. As he swings about every day his tail has naturally stretched too. The Little Bear is the constellation *Ursa Minor*—also recognized as the "Little Dipper."

The forward pair of bright stars in the bowl of the Big Dipper are com-



monly known as the "Pointers" for they point to Polaris, the North Star. This star is almost exactly above the North Pole of the Earth.

Just as a spot on the Earth near the end of the axis at the North Pole scarcely moves while the rest of the Earth's surface moves rapidly as it spins, so the North Star seems to stand still in the sky and we can see it in the same place every night of the year. The other stars appear to revolve around Polaris but the stars are not really moving at all—it is the Earth's turning that makes them appear to move.

There are many stars, like those in the Big and Little Bears, which are so close to the North Star that they never go below the horizon and they too are visible in the northern hemisphere every night of the year. These stars are called circumpolar stars and *Ursa Major* and *Ursa Minor* are circumpolar constellations.

Polaris, the North Star, is an important star to help you find your directions if lost in the northern hemisphere. The height of Polaris

above the northern horizon tells the observer's distance north of the Equator—in other words his latitude. For example, if you were standing at the North Pole of the Earth, Polaris would be directly overhead, just 90 degrees above the horizon. As you travel southward over the surface of the Earth, the North Star would no longer appear overhead, but would seem to descend farther and farther in the northern sky until it appears exactly on the horizon. Its altitude would then be zero degrees, which would indicate that your latitude is zero and you would be on the Equator.

By following the line of the pointers beyond Polaris you can locate

Why Do Stars Shine?

The planets do not shine by their own light but are merely reflecting the light from the Sun. However, the stars shine by their own light. This light, astronomers say, may be produced by nuclear reactions similar to those of the hydrogen bomb. When the element hydrogen is transformed into helium, which happens on most stars, about one per cent of its mass (weight) is changed into energy. This energy keeps the temperature in the star's interior at millions of degrees. At the surface the temperature varies from about 5500 degrees Fahrenheit to over 55,000 degrees, depending on the star. One pound of hydrogen changing to helium liberates energy equal to about 10,000 tons of coal. On the stars the tremendous energy released in this way is reckoned in millions of tons of matter per second.

The nearest star, our Sun, is a mere 93 million miles away. The next nearest star is 26 million million miles—or nearly 300,000 times farther than the Sun. For these great distances, miles are not a good measure. Instead, the *light year* is often used. This is the distance that light travels in one year moving at 186,000 miles per second—nearly six million million miles!

On this scale the nearest star (excluding the Sun) is 4.4 light years away. Sirius, the brightest star, is 8.6 light years away. Other stars are hundreds, thousands and even millions of light years away.

the constellation *Cassiopeia*, which, depending upon its position in the sky, looks very much like a capital "W" or a sprawled-out "M" written on a slightly upward slant. Cassiopeia, sometimes called the "lady in the chair," was queen of Ethiopia. Directly below her chair toward Polaris are several faint stars which represent her husband King *Cepheus*. He is not nearly so conspicuous as his wife.

An interesting myth is told about these constellations and others that are prominent in the northern sky. Queen Cassiopeia was very beautiful, and exceedingly vain. Her boast that she was more beautiful than even the sea nymphs so offended them that they sent *Cetus*, a great sea monster, to attack the coast of her realm. King Cepheus was told that the only way to save the country was to chain their lovely daughter *Andromeda*, to a rock, that the sea monster might devour her. As the monster approached the lovely maiden, the great champion *Perseus*,



came by in winged shoes that enabled him to fly through the air. He saw Andromeda and immediately fell in love with her. Now it seems that Perseus had just killed and beheaded Medusa, the gal with snakes on her head instead of hair. The sight of Medusa's head was so horrible that anyone looking directly at it was turned to stone. All Perseus had to do was hold the head before the sea monster and it turned to stone, then he freed Andromeda and claimed her for his bride. All of these mythological characters can be located on the chart showing the northern sky.

The constellation *Andromeda*, the maiden who was chained to the rock is located next to Cassiopeia. Perseus, the champion who rescued her is nearby. This constellation is made up largely of faint stars which take the shape of a script "A" in the northern sky. There are only two bright stars in this constellation.

Also in the northern sky are the four stars which form the Great Square of *Pegasus*, the famous flying

horse, produced by the blood which flowed when Medusa was slain by Perseus. His head, wings and shoulders are shown in the constellation.

Another constellation easily located in the northern sky is that of *Leo*, the Lion. This constellation is



a sort of a reversed question mark—a semicircle of five fairly bright stars, with one very bright star below. This group of stars looks so much like a sickle that it has been called such for many centuries. The semicircle forms the blade of the sickle—Regulus, the bright star at the end, marks its handle.

To the left of the sickle is a long right-angled triangle, pointing away from Regulus. The star at the very point of this triangle is Denebola, which means "lion's tail." In the star pictures that have come down to us from the ancients, Denebola marks the tip of the Lion's twisted tail. The sickle represents the Lion's head, with Regulus marking his heart. The name "regulus" comes from *rex* meaning king. It has often been called the Royal Star since it is the brightest star of the constellation which is the king of heavenly as well as earthly beasts. Near Leo are five stars that make up the constellation of *Cancer*, the Crab. At the center of Cancer is a fuzzy spot that field glasses or a small telescope will reveal to be a cluster of some 300 stars.

A very rich mythology has been built up around another constellation near Leo in the Northern sky—that

erected in the Roman Forum. Later they became the favorite gods of the Romans and finally the constellation was named in their honor. When ancient people wanted to make a solemn oath they called on the heavenly twins to be their witness. They said "By Gemini" and even today, without thinking how it began, we often say "by jiminy."

The most brilliant of all star groups is *Orion*, the Hunter, which is seen in the southern half of the northern sky. Its shape is an irregular oblong. Just below the middle of the oblong is a row of three bright stars, slanting upward to the right. They are spaced at equal distances, and are known as the belt of the hunter. Some faint stars above and to the right of the three bright ones have been pictured as the uplifted arms of Orion, one holding a club and the other carrying a lion's skin. Below the belt are the three stars which form the handle of the Hunter's sword. However, the middle star isn't really a star at all, it's a fuzzy



spot which can be seen as a cloud of light when viewed through field glasses or a telescope. It is known as the Great Nebula of Orion. If lines are imagined connecting the four corners with the end of the belt, Orion looks like an hour-glass or dumb-bell.

Orion was a great hunter, but he was also a great boaster. He claimed that there was no animal on earth that he could not defeat. To punish him for being so conceited, the gods caused a scorpion to come up out of the earth to bite his foot causing his death. Jupiter placed both Orion and *Scorpius* in the sky but put them exactly opposite each other, so that the Scorpion could never harm Orion again. Consequently, they are never above the horizon at the same time.

The stars in Orion's belt are very useful as "pointers" to other stars. If you follow them upward and to the right they point to the star Aldebaran, the eye of *Taurus*, the bull, another constellation. Aldebaran is at the upper left of a V-shaped group of faint stars. They

are called the Hyades, and form the face of the bull. Above and to the left of the Hyades are two stars of medium brightness which mark the tips of the bull's horns—the upper one is brighter and is called El Nath, which means the "butting one."



The story of *Taurus*, the Bull, is that Jupiter fell in love with Europa, the daughter of the king of Phoenicia. So that he could be near her, he changed himself into a snow-white bull and mingled with her father's cattle. While Europa was gathering flowers in the field one day, he went over to her. Europa stroked the beautiful animal and then because he was so tame she sat upon his back. Then with the lovely maiden on his back Taurus swam away from the land of Phoenicia. Legend says that the continent to which he brought her is named after her. Since most of the body of *Taurus* was in the water while he was swimming away, only his head and shoulders are seen in the constellation.

To the right and above the Hyades is a group of rather faint stars which can be distinguished easily only because they are close together. They are the famous *Pleiades*, known since ancient times as the Seven Sisters. Many see this group as a small meat cleaver and still others mistakenly call it the little dipper.

Only six stars in this constellation can be seen with the unaided eye, but legend says that seven used to be visible, and it is interesting to



of *Gemini*, the Twins. The two bright stars in the constellation are known as Castor and Pollux. Now Castor and Pollux, the sons of Zeus and Leda, helped the Romans win a great military victory. For this feat they were honored by a temple

note the different stories that try to account for the missing Pleiade.

The Pleiades, appearing in the shoulder of *Taurus*, are supposed to be the daughters of Atlas (the giant who supported the heavens on his shoulders) and Pleione. Six of their

seven daughters married gods, but the seventh married a mortal, which explains why she cannot be seen in the sky. Another legend however, says the seventh star was their daughter Electra who hid her face so that she would not have to witness the overthrow and burning of Troy.

Scorpius, the Scorpion who caused Orion's death, is located on the opposite side of the sky from the Hunter. This constellation has only one very bright star, and this is the bright-reddish Antares. However, the other stars are easily picked out. Three stars mark the position of the scorpion's head—and form a slightly curved line. Extending downward from these three stars and to the left is a sweeping curve of stars forming a fishhook-line that makes up the scorpion's tail. There is even a faint star to represent the sting on the end of its tail. Red Antares, the bright star, marks the scorpion's heart. It is centered between two fainter stars.



To the right of the scorpion's head are two stars of medium brightness. These are the only two prominent features of the four-star constellation of *Libra*—the Scales. This constellation is supposed to represent the scales used by the goddess of Justice in determining her judgments on men.

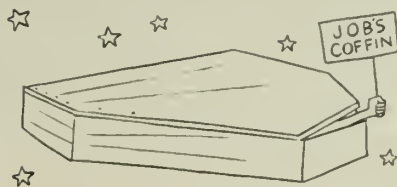
To the rear of Scorpius is *Sagittarius*, the Archer, who is half man, half horse. He is pictured with a drawn bow, as though he were going to send an arrow into the scorpion's heart. Sagittarius can also be recognized as a teakettle with its handle at the left, its spout on the right and with a triangular lid.

High in the sky above the "teakettle's handle" is a bright star between two faint ones. This star is Altair in the constellation of *Aquila*, the Eagle.

To the left of Altair is a very faint group of stars looking like a tiny kite with one star for a tail. This is *Delphinus*, the Dolphin. It also has, for some unknown reason, come to be known as Job's Coffin. Although

there is no reference in literature to justify this name, it is a popular one.

Above Delphinus in the sky is the constellation *Cygnus*, the Swan. It is also called the "Northern Cross" and it actually looks like a cross. Albireo



is a bright star at the head of Cygnus.

Between Aquila and Cygnus is a very small constellation known as *Sagitta*, the Arrow. This constellation consists of four stars. Two of the stars are very close together and they form the arrowhead.

To the right of Cygnus you may find the constellation of *Lyra*, the Harp. In this constellation is the brightest star that can be seen from the U. S. during the warm months of the year. This is Vega, and it shines as a constant beacon-light all summer.

To the right of Lyra are a number of stars of medium brightness. Six of these stars can be imagined in the form of a butterfly. This is *Hercules*, the Kneeler. Some observers see, instead of a butterfly, the letter "H" standing for the heroes initial.

Above Hercules is *Draco*, the Dragon. This is a group of very faint stars that wind their way in and out between the Big and Little Bears with the Dragons' head visible as a small irregular diamond looking at Hercules.

To the right of Hercules is the constellation *Corona Borealis*, the Crown. Although the stars in this constellation form a much smaller group it is often easier to recognize than many of the larger ones. The brightest star in the middle of the



crown is called Gemma. It has often been said that this star represents the gem of the crown. However, the crown is actually supposed to be a wreath of flowers worn by the Greek heroine, Ariadne. "Gemma" means

bud or blossom and this was supposed to be the principal ornament of the wreath. Ariadne, daughter of King Minos of Crete, had an unfortunate romance with Theseus who deserted her. Because she was so much admired, her crown was placed in the sky to commemorate her.

To the right of Corona Borealis is *Bootes*, the Herdsman or Bear Driver. Bootes can be found by following the curve of the handle of the Big Dipper to the bright orange-tinted star Arcturus. The stars in Bootes form a kite-shaped figure extending close to the dipper's handle. Arcturus is a giant star, about 30 times the sun's diameter and 33 light-years away.

Below Bootes is *Virgo*, the Virgin, beginning as a Y-shaped line of stars extending toward the tail of Leo, the Lion. Virgo looks like a boot that is bent a little backwards at the ankle with the toe pointing toward Leo and the bright star Spica forming the heel. It is always easy to find



Spica and Arcturus (Bootes) because these two bright stars lie on a curved line extending from the handle of the Big Dipper. Arcturus is about a dipper-length beyond the handle of the Dipper, and Spica is about a dipper-length beyond Arcturus.

Below Virgo and to the right you can locate the constellations *Corvus* the Crow, *Crater* the Cup and *Hydra* the Sea-Serpent. Hydra sprawls below Leo and Virgo. Corvus, a lopsided square, is close to Spica in Virgo. Crater is to the right of Corvus.

• *Canis Major* and *Canis Minor* are two constellations you may locate southeast of Orion, the Hunter. Each of these constellations has a major star. In Canis Major, the Big Dog, is Sirius—brightest of all stars. Sirius, also called the Dog Star, was worshipped by the Egyptians and some of their temples were built in its honor. When the bright star was seen in the east before sunrise, they knew that the River Nile would soon begin its yearly floods so they came

(Continued on page 34)

THE PLEIADES—Seven Sisters

PEGASUS—The Winged Horse

NORTH

CASSIOPEIA

The Lady in the Chair

PERSEUS—The Hero

ANDROMEDA—The Chained Lady

URSA MINOR
The Little Dipper
The Little Bear

CEPHEUS—The King

THE NORTHERN SKY
extended to 40° south
of the equator

STARS AND CONSTELLATIONS

Today, as down through the
the night skies. Here is
to the major c
mytholog

LYRA—The Harp

CYGNUS—The Swan

DELPHINUS—The Dolphin

SAGITTA—The Arrow

AQUILA—The Eagle

ARIES—The Ram

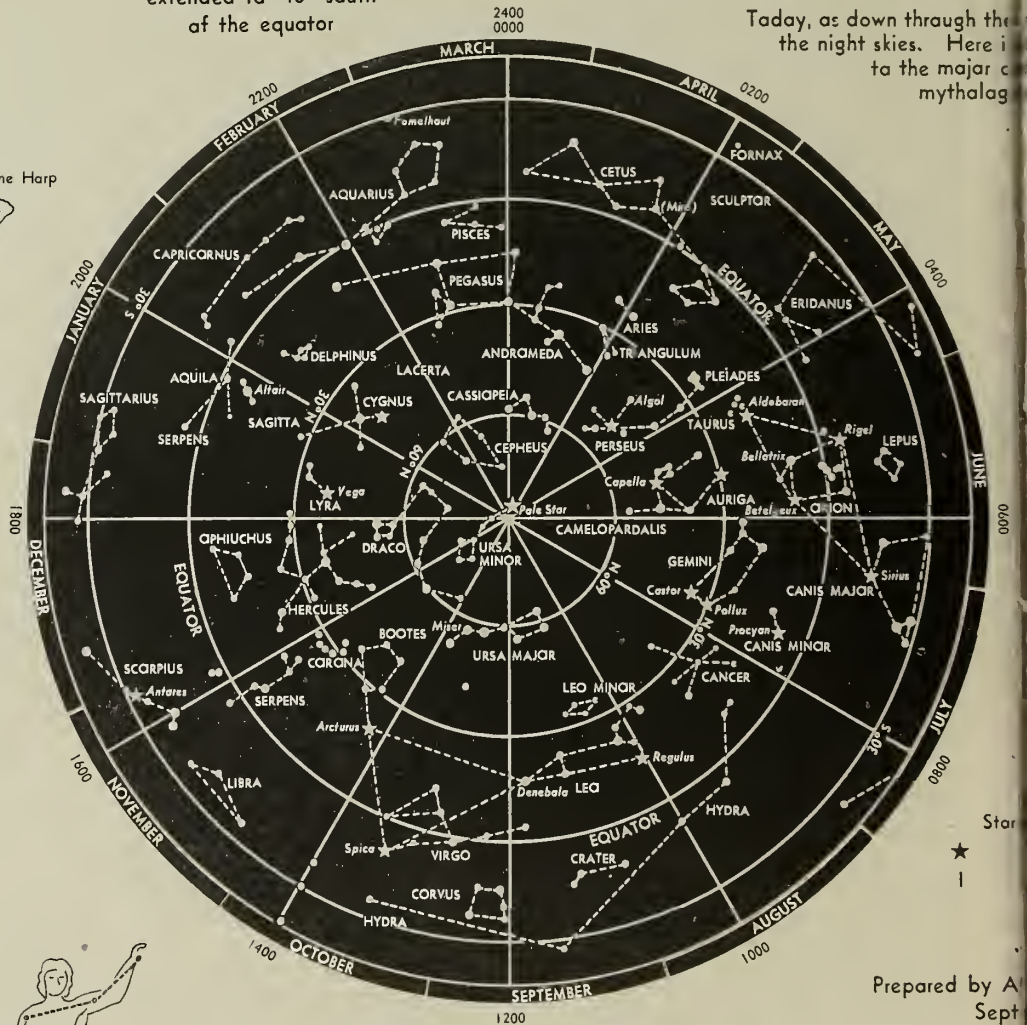
PISCES—The Fishes

AQUARIUS—The Water Carrier

CAPRICORNUS—The Sea Goat

SAGITTARIUS—The Archer

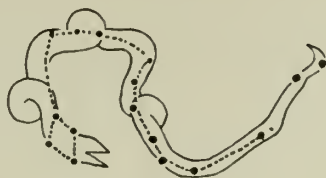
SCORPIO



Prepared by A
Sept

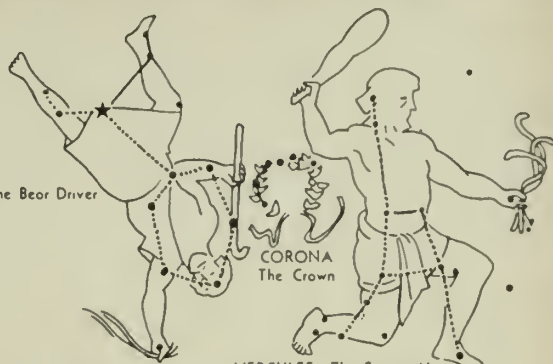


URSA MAJOR
The Big Dipper
The Great Bear



DRACO—The Dragon

BOOTES—The Bear Driver



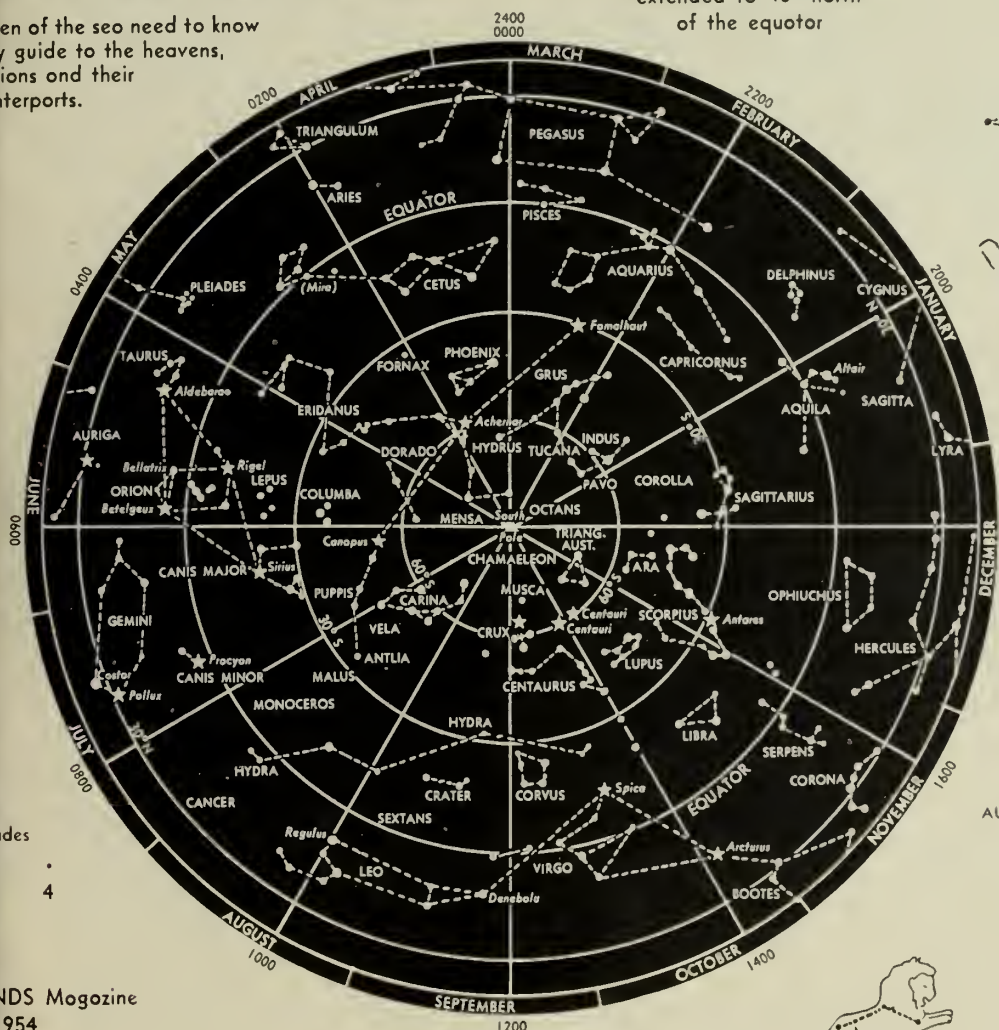
CORONA
The Crown

HERCULES—The Strong Man

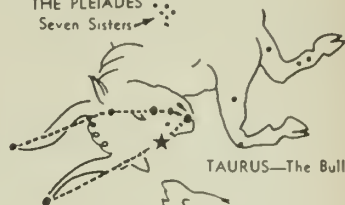
IONS FOR THE SAILOR

men of the sea need to know
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THE SOUTHERN SKY
extended to 40° north
of the equator



THE PLEIADES
Seven Sisters



TAURUS—The Bull

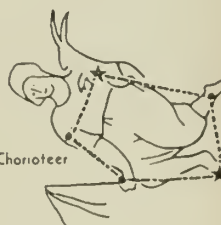


ORION—The Hunter

LEPUS—The Hare



CANIS MAJOR
The Great Dog



AURIGA—The Charioteer



GEMINI—The Twins

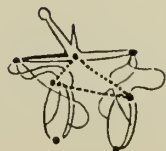


CANCER—The Crab

NDs Magazine
1954



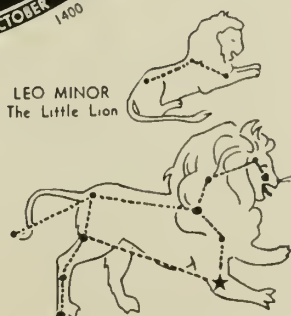
Scorpion



LIBRA—The Scales



VIRGO—The Virgin



LEO—The Lion

LEO MINOR
The Little Lion

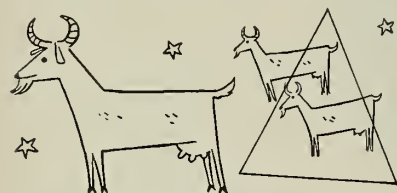
to regard it as a sort of watch dog. They also noticed that during the hottest months of the year Sirius was in the same part of the sky as the sun. It was then supposed to be adding its heat to the Sun's which caused the unusual heat of summer. These days thus came to be known as the Dog Days. The belt of Orion points to Sirius. The rest of Canis Major includes double and triple stars and several star clusters. Canis Minor, the Little Dog, is smaller and has only one easily visible star besides Procyon, its bright star.

Lepus, the Hare and *Columba*, the Dove, are two smaller constellations near Orion. *Lepus* is south of Orion



and due west of Canis Major. The main part of the constellation is a four-sided figure. *Columba*, the Dove, commemorates the dove which flew out from Noah's Ark. It is an even smaller constellation south of *Lepus* and in most parts of the U. S. is seen close to the southern horizon.

Auriga, the Charioteer is the last of the autumn constellations to come above the horizon, heralding the

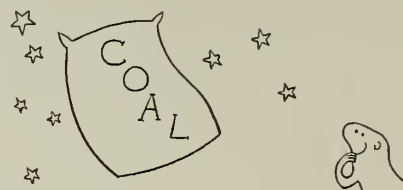


coming of winter. *Auriga* lies to the east of *Perseus*. A line drawn from the top stars of the Big Dipper's bowl points close to *Capella*, a bright star in the constellation. *Capella* is sometimes known as the Goat—a nearby triangle of stars are the "kids."

Other minor constellations of autumn include *Triangulum*, the Triangle, a small group of stars just south of *Andromeda* between *Pegasus* and *Perseus*. About seven or eight degrees southwest of the Triangle is *Aries*, the Ram. Nearby is *Pisces*, the Fishes, south and slightly to the west of the Square of *Pegasus*.

The farther south you travel the more stars you can see south of the

celestial equator. At 40 degrees North Latitude about half the southern stars are visible. In southern Florida and Texas you can see the *Southern Cross*. The southern



constellations as shown on the chart are in a circle about 40 degrees from the South Pole. The most famous of these constellations is the Southern Cross, six degrees long and pointing toward the South Pole. A line drawn through the long axis of the Southern Cross points to the South Pole. There is no guiding star above the South Pole like *Polaris* in the North.

Between the Southern Cross and *Centauri* is a starless patch so dark in comparison with the rest of the sky that it is known as the "Coal Sack." This starless space is believed to be due to some dark matter between us and the bright part of the Milky Way in which it lies.

In the sky there are 88 constellations but we will not attempt to describe each one of them for you. Instead, we have covered the most common and most easily recognized constellations so that you may become familiar with them. By studying the accompanying charts you should be able to locate the popular constellations without any trouble. In your study of the stars you will run across many interesting stellar attractions—among them the Milky Way and the Planets.

Milky Way and the Planets

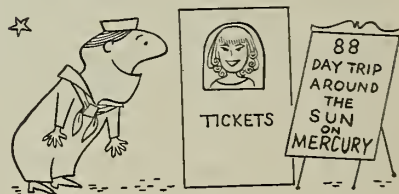
The Milky Way, which appears at its brightest in *Sagittarius*, is caused by the combined light of an unknown number of very distant stars.



It appears to encircle the entire sky and is known as the Galaxy—the group of stars in which we live. Our Sun is only one of the millions of stars in our Galaxy. The Galaxy

is shaped like a great grindstone and we view it from the inside looking out. When we look toward the Milky Way we are looking in the direction where the stars are the thickest but when we look at the skies away from the Milky Way we are looking through the thin part of the Galaxy. Just as there are millions of stars in our Galaxy, so are there millions of galaxies outside of ours, and each of them is made up of millions of stars like our Sun.

Revolving around the Sun are nine planets which are not shown on the accompanying charts. As the planets move around the Sun they are in different parts of the sky at different times. Because of this movement they appear to be "in" one constellation at one time of the year and then again a few months or a few years later are seen in another constellation. The stars in the constellations are "fixed" and can easily be plotted on a chart but the Earth and the other eight planets are "always on the go" and can only be



plotted on a changing scale. However, the following information will help you to locate them as they move along:

- *Mercury* is the planet closest to the Sun. It is so close that it takes only 88 days for it travel around the Sun—this is the length of its year. *Mercury* is very hot and has no atmosphere.

Because it is so close to the Sun, it always sets very soon after the Sun sets, or rises just before the Sun rises. Since it almost always appears during the twilight period there are comparatively few evenings in the year when *Mercury* can be seen as an evening star after sunset.

- *Venus* is about twice as far from the Sun as *Mercury*. Its year is 225 days. It is entirely covered with clouds so that the surface of the planet can never be seen. *Venus* receives more than twice as much heat from the Sun as the Earth. This summer and until October *Venus* will appear to be in the constellation *Leo*. From October until next Janu-

ary it will appear in Libra and then from January to April of next year you may see it in Scorpius.

- **Mars**—After Earth, Mars is the next planet away from the Sun. Its diameter is only slightly more than half that of the Earth. It travels around the Sun in 687 days—its year. It is about half again as far from the Sun as the Earth.

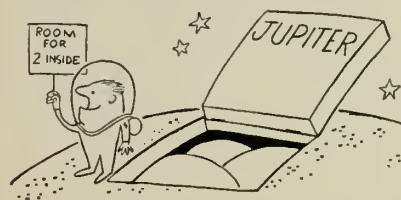
Mars has days and nights of almost the same length as the Earth's. It spins on its axis once every 24



hours and 40 minutes. It has seasons like the Earth and also has white caps at its north and south poles.

Mars is often called the red planet because of its ruddy color. It has an atmosphere but one that is far different from ours. There are definite markings on this little planet which have been carefully studied. Changes take place in the appearance of its surface from one season to another. However, there is nothing to show that life like that on Earth could possibly exist on Mars. Mars will appear to be in the constellation Scorpius until October. From October to January it will appear in Sagittarius and from January to April of next year it can be seen in Aquarius.

- **Jupiter** is the largest of all the planets. It is so big that all the other planets could be placed inside it—



with room to spare. It is about five times as far from the Sun as the Earth. It takes about 12 of our years to make one year on Jupiter.

- **Saturn** is about 10 times as far from the Sun as the Earth. It is the outermost of the planets that can be seen with the naked eye. It is almost as large as Jupiter, and is surrounded by a set of rings which are like nothing else in the known universe. These rings are made up of vast

Here's The 'Celestial Sphere'

To designate places on the Earth, the terms latitude, longitude and poles are used. A similar set of terms is used to refer to places on the celestial sphere. To help you understand better the accompanying chart here are a few brief definitions:

Celestial Poles are the points at which the Earth's axis, extended to the sky, intersects the celestial sphere. This is the very center of the star map.

Celestial Equator is the great circle of the celestial sphere that is always 90 degrees from the poles. It is the Earth's equator projected on the celestial sphere and is labeled on the chart.

The **Hour Circle** of a star is a great circle of the celestial sphere that passes through the celestial poles and that star. The hour circle moves with the star as it makes its daily trip around the Earth.

The **Declination** of a celestial body is the angular distance from the celestial equator along the hour circle to the star. It is measured in degrees, minutes and seconds, up to 90 degrees, and is said to be "north" or "south" depending whether the star is north or south of the celestial equator. Declination is similar to latitude on Earth.

The **Right Ascension** of a celestial body is the arc of the celestial equator, or the angle at the celestial pole, between the hour circle of the vernal equinox and the hour circle of the star. Right Ascension is measured counter-clockwise from the hour circle of the vernal equinox through 360 degrees. The Right Ascension of a star is comparable to Longitude on Earth.

When we say that Washington, D. C. is located at Latitude 38 degrees, 55 minutes North, Longitude 77 degrees, 0 minutes West, we give its fixed position. However, a plane flying in the air is continually changing its location and cannot be given a fixed position.

Similarly, in the celestial sphere, a star is in a fixed position, whereas the sun travels around the celestial sphere once in the course of 12 months.

The 12 months you see listed around the chart show the Right Ascension of the Sun at the corresponding time of the year.

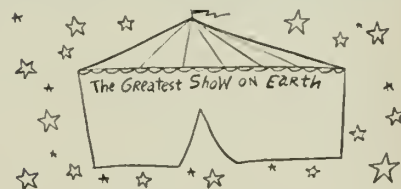
clouds of tiny satellites which travel in a regular course around Saturn.

- The three outermost members of the Sun's family can only be seen with a telescope. **Uranus** is 20 times as far from the Sun as the Earth. **Neptune** is about 30 times as far. Uranus goes around the Sun once in about 84 years. Neptune's year is 164 of our years. **Pluto**, the farthest member of our Solar System, is 40 times as far from the Sun as the

Earth. It takes 248 years for Pluto to travel once around the Sun.

With this information you can not help but feel and appreciate the vastness of the universe in which we live. And with a realization of the spectacular exhibition that is available to you every clear night of the year you will probably take a longer look and have a better understanding the next time you glance up at the sky. You have before you one of the best shows available—it has been going on for centuries and will probably go on for many many more—and it's free.

A bright, full moon will interfere with seeing the faint stars, so plan your star-gazing accordingly. If you begin observing at sunset, the brighter planets will soon be visible and Mercury may occasionally be seen then. As a beginner you will find the hour after sunset a good time to learn the major constellations and brightest stars. Since many fainter stars will still be hidden by the twi-



light, you can concentrate on the brighter stars with less chance of being confused. Because of the earth's rotation, new stars and constellations come into view in the eastern sky as the evening progresses. Thus, very late at night you may see stars which were not visible in the evening sky.

To appreciate star-gazing fully you should make yourself comfortable. A stiff neck will detract from the stellar beauty of the sky, so find a comfortable position before you start.

You need no equipment to see and study the thousands of stars—nothing more than your two eyes. However, later you may find your enjoyment enhanced by the use of field glasses (6 to 8 power). With these you can see the moons of the planet Jupiter, many fainter stars and nebulae and details of the moon. Larger field glasses (12, 15 or 18 power) will reveal finer lunar details and hundreds of interesting stellar objects. But a clear night and good eyes will enable you to see one of the greatest shows on—or off—Earth.

—Ted Sammon

TODAY'S NAVY



USS COLUMBUS (CA 74) rides at anchor at Guantanamo Bay, Cuba. The cruiser, one of several ships, participated in 'Operation Springboard, 1954.'

'Total War' Maneuvers

Total war broke out on the West Coast late in July as PacFlt's Cruiser-Destroyer Force swung into one of the largest training exercises conducted since World War II. More than 50 Navy warships, including cruisers, aircraft carriers, destroyers, escort, mine and amphibious warfare vessels, submarines and supporting auxiliaries participated in the operation.

Concept of the exercise, which covered the coast from San Diego to Puget Sound, assumed total war between the U. S. and a major enemy power whose submarines were operating in the shipping lanes off California.

Task Force 12, under over-all tactical command of RADM Maurice E. Curtis, USN, was formed for the exercise and conducted a "vital" Navy convoy from southern California ports to Seattle, Wash., and back to California. En route, the convoy was opposed by mine layers, aircraft, submarines and surface raiders consisting of cruisers and destroyers.

Primary purpose of the exercise was to train different types of ships

to operate together in anti-submarine and mine warfare operations, while also giving surface ships training in the various phases of convoy operation.

Mid-way in the three-week exercise a number of the ships took part in Seattle's annual "Seafair."

From Commander to Admiral

Promotion to the honorary rank of rear admiral has been approved by Congress for CDR Donald B. MacMillan, USNR (Ret.), in recognition of his "lifelong and invaluable services on behalf of the United States and the United States Navy through outstanding contributions to the sciences of hydrography, meteorology, and geography in the polar areas."

The promotion was announced on the eve of the 80-year-old explorer's departure from Boothbay Harbor, Me., with his 30th polar expedition. RADM MacMillan joined the Navy as an ensign in the aviation service in 1918. In 1941, the now-famed explorer was recalled to active duty and assigned to the Hydrographic Service, later serving with the Research and Development Branch, and as a War Department geographer. He was appointed to the rank of commander in 1942.

MacMillan's first polar expedition was kept from being his last by RADM Robert E. Peary, who warmed the young scientist's wet feet against his own body to keep them from freezing.

The explorer, college professor and Navyman has received a number of awards for his work in the Far North, including a special Congressional medal recognizing his services on the Peary Expedition in 1908-09. Other honors include the National Geographic Society's Hubbard Gold Medal, the Explorer's Club Medal, the Elisha Kane medal "for daring exploration and scientific research," and election to the Florence Nightingale Institute of Honorables for successful endeavors to improve physical and mental conditions of the Eskimos.

Fallon Takes 'Quake In Stride

"The world's biggest little air station"—NAAS Fallon, Nev.,—recently got "shook," but only because it happened to be in the epicenter of an earthquake.

Immediately after the initial shock, cool-headed air station personnel turned to with such a will that the

YESTERDAY'S NAVY



In September 1923 U. S. Navy ships on duty in the Far East rendered prompt assistance to Japan when an earthquake demolished Yokohama and Tokyo. In September 1944, U. S. Forces in Central and Southwest Pacific invaded the Palau Islands, Ulithi and Maratai, final stepping stones to Leyte. At the same time powerful task forces of the Third Fleet struck at the Philippines with air-sea strikes at Japanese air, shipping and ground installations. Official end to World War II came on 2 Sep 1945.

field was open again within five hours.

When the first shocks were felt at 0415 in the morning, men ran from the barracks believing they were under attack from an unknown enemy, or that a naval ammunition dump 75 miles away had blown up. They soon learned the truth from spurting water mains and disrupted lighting and communication facilities.

By daybreak a systematic inspection of the station was underway, conducted by the commanding officer. Damage was much less than expected. Runways showed no breaks or cracks, building damage consisted mostly of broken windows, and civilian electricians who worked on the station were already restoring broken power lines.

The only major problem was extensive damage to the water supply system, including a shattered storage tank and an inoperative filter system. Water rationing was put into effect until the station's civilian workers and sailors could repair the water system, a matter of only 24 hours.

After the initial inspection revealed relatively slight station damage, emergency parties were dispatched to aid small, isolated communities around Fallon.

'Mushrooms' for O-and-R Plant

A new jet overhaul plant which utilizes the latest in construction methods has been built and is now in operation at NAS Alameda.

Covering four acres, the new building rests four feet above the ground on hundreds of mushroom-shaped pilings. As a result of this innovation, all utilities and connecting electrical, water and fuel lines may be reached and serviced by plant repairmen in a matter of minutes.

Every feature of the giant structure was planned, designed and engineered by NAS Alameda personnel. It is believed to be the only O-and-R building of its kind. All bulkheads on one side are removable, allowing for expansion of the facility if and when jet engine overhaul demands for that area are increased.

The structure took nearly two years to build at a cost of approximately five million dollars. However, it is large enough and so well equipped that jet planes from all

New Tropical Uniform Is Approved for Officers, CPOs

Relief may be on the way for officers and CPOs who are serving in hot duty stations and have no appropriate summer dress uniforms.

A forthcoming change to Uniform Regulations will authorize commands to prescribe long trousers in lieu of shorts as part of the present Tropical Uniform, either khaki or white.

Thus the new alternate tropical uniform will be open-neck, short-sleeve shirt with collar insignia, long trousers, shoes, socks and cap cover match, in either white or khaki.

The new uniform is considered to be cool and practical; and in white should be good looking enough for summer service dress occasions as well as duty, if considered suitable and appropriate by the prescribing command.

Uniform Regulations currently provide tropical white or khaki (shorts); khaki working uniform, service dress khaki (with or without coat), white service, full dress white for ceremonies, and dinner and evening dress white (or white jacket optional) for social occasions.



TROPICAL DRESS — Officers and chiefs serving in hot climes may wear cool, practical new uniform.

The new alternate tropical (with long trousers) is expected to fill the need for a uniform that is more dress than shorts, but cooler and more practical than service khaki or white service.

over the West Coast, Pacific overseas bases, carriers in the Pacific and nearly every Naval activity west of the Mississippi can be handled without undue strain.

Chief Invents Towing Device

An ordnance problem that has puzzled Navy airmen for the last three years has been solved by Edwin R. Farady, AOC, USN, attached to Fighter Squadron 174 at NAS Cecil Field, Fla. He worked out a successful method of towing and releasing banner targets from F9F *Cougar* jets. Not-too-successful experiments with various towing methods have been made since 1951.

The ingenious, yet simple, towing and releasing device designed by Chief Farady is a stripped-down, obsolescent bomb rack, mounted beneath the *Cougar's* fuselage through the catapult hold-back hook. An electrical lead, plugged into the after section light receptacle, is connected to the suspension hook that releases the tow target. The target is released electrically by controls in the cockpit.

The release device has been test-

ed and used extensively this year, and up to the present time, has never failed to release properly.

'SecondsCart'

The old slogan "Take all you want, but eat all you take" has become no problem at all for Navy-men at the Subic Bay, P. I., Naval Station mess.

The unique solution is a "seconds-cart," loaded with the day's menu items (at the proper temperature too!) which travels throughout the mess hall.

The cart has the following advantages:

- It reduces waste of food to a bare minimum, since the availability of easy second servings is an inducement to personnel to reduce the quantity taken on the first serving.

- The mess lines are not obstructed by men going back to the steam tables for seconds.

- The spilling of food from overloaded trays is greatly reduced.

- Volume and weight of wasted food is reduced as much as 50 per cent.

New Jet Attack Bomber

A tiny jet attack bomber, designed to out-perform many current jets more than twice its size, has been announced by the Navy. Named the A4D *Skyhawk*, the plane is so small it has been built without the folding wings traditional in Navy carrier planes, yet it will take up less than half as much space as most present flattop jets.

The single-place, low-wing monoplane with a designed weight under 15,000 pounds, has a wingspan of about 30 feet and is only 40 feet long.

It is powered by a J-65 "Sapphire" engine and is designed for speeds of approximately 600 miles an hour.

With a combat radius greater than current propeller-driven attack planes, the A4D is capable of carrying small atomic bombs or rockets, machine guns, missiles and other weapons to fit the wide variety of attack plane missions.

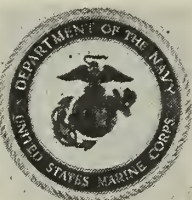
The *Skyhawk* was designed and built in only 18 months—an accomplishment believed to be without precedent.

The simplified design of the plane itself, plus new techniques in engineering, tooling and manufacture, will make test quantities of the craft available to the fleet about June 1955.

Marines Get Official Seal

For the first time in its 178-year history the Marine Corps now has a standard official seal.

The new seal consists of the traditional U. S. Marine Corps emblem displayed on a scarlet background and encircled with a navy blue band edged in a gold rope rim and inscribed "Department of the Navy, United States Marine Corps," in gold letters.



Marine Corps Seal

President

Eisenhower signed the executive order establishing the official seal. The design was proposed by General Lemuel C. Shepherd, Jr., Commandant of the Marine Corps, with the approval of the Secretary of the Navy.



MIDGET JET—A4D *Skyhawk*, carrier-based attack bomber, is one of the smallest combat planes ever built.

New Version of Cutlass

A new version of the F7U *Cutlass*—the swept-wing F7U-3—will soon be reaching Navy squadrons in the Fleet.

Powered by two afterburner-equipped engines of nearly 6000 pounds thrust each, *Cutlass* is an all-purpose fighter capable of serving with equal effectiveness as a day fighter or attack plane. It is equipped with folding wings and arresting gear for carrier operations.

Top straight-and-level speed of the *Cutlass* is in excess of 650 miles an hour and its rate of climb is more than 13,000 feet per minute. Combat ceiling is more than 45,000 feet. The airplane has flown faster than the speed of sound during development tests and pilots reported very good handling characteristics through the sonic range. Carrier tests were originally made aboard *uss Coral Sea* (CVA 43).

One factor which fits *Cutlass* for carrier operations is its remarkable low-speed handling characteristics. The airplane is unusually stable right down to the stalling point.

Versatility of the *Cutlass* is reflected in other ways too. The airplane has a load-carrying capacity that makes it usable on attacks as well as fighter missions. The Navy has ordered an attack version of the F7U-3, designated the A2U-1. The A2U-1 has basically the same airframe as its fighter twin but incorporates changes for added range, increased armor protection from ground fire and provisions for carrying a more varied bomb load.

Calmness Pays Off in a Plane

A mid-air collision between two F9F-4 *Panther* jets resulted in negligible loss at the Marine Corps Air Station, Cherry Point, N. C., because a young flight student remained calm.

Six *Panthers* of Marine Fighter Training Squadron Twenty, on a routine practice bombing run, were regrouping in hazy weather when Second Lieutenant Kenneth S. Carlson, USMC, "felt a thud" as he assumed his original position in the flight. The next moment Carlson was told that he had lost his left horizontal stabilizer.

A quick aerial check showed that the other plane responded well to controls and was only lightly damaged, with a lost radio antenna and scraped paint on the nose. There was a grave doubt, though, as to whether the lieutenant's plane would respond to controls.

After hurried radio consultation with the aircraft manufacturing company's agent, it was decided to try downing the landing gear and flaps and slowing the damaged craft to landing speed while at 20,000 feet altitude. Although the plane would still be going about 60 miles faster than normal landing speed, it could be landed—if the lieutenant could control it.

As the plane slowed, instruments showed that both landing gear and flaps were in an unsafe condition, and the craft became increasingly nose heavy. Despite the difficulties, however, it was decided to attempt the landing rather than ditch the \$450,000 aircraft.

Nearing the landing strip the plane became even more nose-heavy, while Carlson exerted all his pressure on the stick in an attempt to hold the nose up. Touching the runway the *Panther* skipped, hit again, and then started "porpoising" or bouncing on and off the strip. Shortly, the nosewheel collapsed and the craft skidded in for a crash landing.

Carlson, calm throughout the 30-minute ordeal, had already turned off the battery and fuel master switches, unbuckled and unstrapped himself, and pulled the pre-ejection lever to rid the F9F-4 of its canopy. As the plane screeched to a halt, the lieutenant jumped out and moved away fast, but because of his precautions there was no fire.

Shooting For Records

Navy rifle and pistol qualification records will be up for possible revision when all reports are received for the qualification year which has just ended.

Here are records that Navy gunners were shooting for in this year's qualifications:

The Navy record score for expert course "B" with the M-1 rifle is 319, fired by Delbert C. David, CSCA, USNR, Surface Division 8-43, of Norman, Okla., on 2 Feb 1952. High for the fiscal 1953 training year was 314, fired by R. D. Weigle, GM1, USN, Bremerton Group, Pacific Reserve Fleet.

For the carbine course "C" the Navy record is 196, posted 1 May 1945 by F. R. "Bob" Chow, TDIC, USNR. Fiscal 1953 honors were shared at 193 between Ensign Peter A. Stark, Jr., USN, of the U. S. Naval Academy, and Captain L. M. Mustin, USN, of the Defense Department.

Captain Mustin is the Navy Member of the National Board for the Promotion of Rifle Practice.

The .45 caliber pistol course "E" record is a tremendous 395, recorded on 1 Dec 1950 by L. W. "Woody" Yocum, GMC, USN, while serving in USS *Agerholm* (DD 826). High for 1953 was a 388 score by John A. Young, GMC, USN, of ComPhibTra-Pac.

The .38 caliber pistol course "F" record is 347, fired on 26 Apr 1951



CRACK SHOT—Wave marksman Wilma Ellenburger, SA, USN, member of the 'Jax' Navy-Marine rifle team, gets pointers from TSgt Henry Leveque, USMC.

by Commander M. H. Shoemaker, USN, of BuOrd.

The elite of the shooting world, of course, are the Distinguished Marksman and Distinguished Pistol Shots. Since the first Navy Distinguished awards were made in 1925, there have been issued only 31 Navy Distinguished Marksman and 35 Navy Distinguished Pistol Shot medals.

In fiscal 1953, Jack R. Kanavel, CWOHC, USN, of Camp Lejeune, N. C., joined the Distinguished

Marksman list, while in the same year, Roy Chancey, QMSC, USNR, Thomas D. Elton, AD1, USN, and F. R. Chow, TDIC, USNR, were added to the Distinguished Pistol Shot group. So far in 1954, only Fred E. McFarland, AD1, USN, has become a Distinguished Pistol Shot.

Only six Navymen currently hold both the Distinguished Marksman and Distinguished Pistol Shot awards. Captain T. O. Dahl, USN, is the only one of these now on active duty. The others, all of whom are retired, are E. P. Amy, BMC, USN, Lieutenant (Junior grade) John E. Berns, USN, Lieutenant Commander Frank M. Criswell, USN, Eli S. Peterson, GMC, USN, and Lieutenant Harry G. Stipp, USN.

Sailors Compose Operetta

Shipboard composers on board USS *Randolph* (CVA 15) hope soon to stage the premiere of an operetta written by them during the carrier's recent cruise in the Mediterranean.

William Harty, MU3, USN, and James L. Smith, SN, USN, have collaborated in writing a three-act operetta, "The Kingdom of Hankah," which has to do with mythical kingdoms and princesses.

The collaboration of Harty and Smith started with simple outlines of plot, lyrics and melodies, but has now developed into a hard-working song-writing routine with Harty, a member of the ship's band, doing his own arranging for orchestra.



READY ON THE RIGHT—Men of USS *Yorktown* (CVA 10) take time out to improve their small-arms skill under the instruction of Marine Corps officer.



TUG OF WAR—Sailors from HMAS *Arunta* 'dig in' during meet with Navy-men of USS *Mt. McKinley* (AGC 7).

U.S.-Aussie Sports Meet

Relations between the U. S. and Australian navies received a personal touch when the crew of the amphibious command ship USS *Mt. McKinley* (AGC 7) played host to personnel of the Australian Naval Base at Kure, Japan, and to the crews of the destroyer HMAS *Arunta* and frigate HMAS *Murchison*.

Plans for the day included a track and field meet and a picnic lunch at Anzac Park in Kure, Japan. Music for the festivities was provided by the orchestra from *Mt. McKinley's* crew.

In the sports events, *Arunta* athletes placed first in the 100 and 200 meter sprints and also the tug-of-war and line heaving contests. The *Mt. McKinley* crewmen defeated the Australian softball team by a score of 15-1 and copped first place in the 50-yard dash, the 440-yard and 880-yard relays.

Surprisingly enough, the *Mt. McKinley* athletes held their own against the Australian All-Stars in the cricket match, although the U. S. Navy men finally lost out 52-25. The team from the frigate *Murchison* won first place in the difficult 50-meter three-legged race.

The highlight of the meet was the senior officers' 50-meter sprint—with handicaps. Lieutenant Commander F. B. Glynn, RAN, of the shore station won first followed closely by Commander Dovers, RAN, of the *Arunta* and Captain Scarritt Adams, USN, of *Mt. McKinley*.

Spare Time Golfer

The big surprise of this year's British Amateur Golf Tournament was a sailor from NTC Bainbridge who advanced to the sixth round before being eliminated by the eventual champion.

Dick Davies, SN, USN, was a complete unknown when the tournament opened but after the fifth round his name was on every tongue. At that point he was one of five surviving Americans in the field.

In the sixth round he was matched with Doug Bachli, a former Australian champion. In a hard fought match Bachli ended Davies' quest for the crown with a 3 and 2 victory. Bachli went on to defeat Bill Campbell, another American, for the championship.

Davies, who calls himself a "spare time golfer," made the trip to Scotland on annual leave at his own expense. He had been planning the trip for a year.

During his two years at Bainbridge Davies has sparked the NTC golf team to two undefeated seasons and has also been a varsity player on the "Commodore" basketball team.

One-Man Band

Ever hear of a "one-man band" consisting of trumpet, alto saxophone, trombone, piano, string bass and drums? You could add clarinet, flute, oboe, bassoon, French horn and violin too—the Navy School of Music's Martin L. Orres, MU2, USN, would still be the man to play them for you.

Orres, a rehearsal conductor in the school's Dance Band Division plays all of the above instruments, and has just completed a pair of one-man recordings at the Naval School using the first six instruments and a tape recorder. He recorded separate readings of "Tin Roof Blues" and "C Jam Blues" on each of the instruments, then blended them into complete "combo" recordings of his stylized jazz.

One of the Navy's all-around music makers, Orres considers the saxophone his major instrument, but he can walk into a rehearsal room, pick up almost any musical instrument, and sit in with a concert band, dance band or combo. His proficiency in jazz and swing interpretation is considered outstanding by his fellow musicians.



GIVE AND TAKE—Two crew members of USS *Merrick* (AKA 97) help initiate new gym the hard way.

Now in his sixth year as a Navy musician, Orres completed the basic course of study at the U. S. Naval School of Music in 1949, and was assigned to the Navy unit band at Guantanamo Bay, Cuba, for two years.

As a rehearsal conductor of Navy dance bands, he leads music ensembles through the paces of standard and "special" arrangements of all types of popular music. In addition to a multitude of projects in the Navy music programs, Orres has also found time to write some original "show" arrangements.

Water-Racing Sailor

Dennis E. Polk, AMC, USN, had barely put the finishing touches on his speed boat before he entered and won top honors in a summer regatta at Kodiak, Alaska. Polk, who is stationed at the Kodiak Naval Station, had finished building his runabout at the station hobby shop only two days before the race.

The first race that Polk entered was for a distance of four miles for boats in the 10 horsepower class. He out-distanced his nearest competitor by a full mile.

The second race in which Polk took top honors was for boats with engines of 25 horsepower or less. Despite his smaller engine Polk won the six-mile event by a quarter of a mile.

The high flying sailor's interest in boat racing began in 1940 but was short-circuited by World War II. In 1948, however, he drove a hydro-

plane in the National Championships at Celina, Tenn., and finished third. This was one of the 33 races he entered that year and one of the 31 in which he finished among the top three.

Last year, Polk took third place in the Region 10 Championships at Devil's Lake, Ore. Out of 15 races entered in '53, he finished first, second or third 13 times.

Chief Polk's hobby in racing boats goes further than just driving them. Out of the boats he has raced to date, he has built all but one himself.

Mountain Climbers

Ever wake up in the morning and think about taking a walk before breakfast to watch the sunrise? Most people have at one time or another, but they always turn over and go back to sleep, forgetting their moment of foolishness.

It's different in the Marine Corps. At least in one platoon of Marines from the 3rd Marine Division Reconnaissance Company stationed in Japan.

Starting out on the overnight hike, the platoon climbed Mt. Fuji, reaching the summit of the mountain in time to watch the sun rise out of the Pacific Ocean.

It all started one day when 2nd Lt. Wesley H. Riee and members of his platoon eyed the extinct volcano and remembered an old Japanese proverb they had heard which goes "He who fails to climb Fuji in his lifetime is a fool; he who climbs it twice is a bigger fool."

That was enough to set them off. Late in the afternoon they were on their way.

At first the going wasn't too bad, but by the time they reached the 10,000-foot mark, several of the platoon cast eager eyes at the downward trail. By this time they had run into wind, snow and rain which cut the visibility to zero, and the rarefied air was causing the best conditioned of them to puff a little.

No one turned back and there was only one way to go. They pushed on up the steeper portion of the mountain, using their "Fuji sticks" to keep their balance and prevent a spill over the rough lava rocks.

Just as the first rays of the rising sun touched the peak of Fuji, the Leathernecks trudged triumphantly through the Torii—entrance to the Shinto Shrine at the mountain's top.

SIDELINE STRATEGY

Inter-Service Sidelights — Navy athletes performed outstandingly at the second annual Inter-Service Track and Field Meet, many of them competing in two or three events with little rest in between. Despite the intense heat—101 in the shade—the Sea Service athletes were still able to finish among the top four in each event almost every time.

Navy's entry, which was made up largely of the NTC San Diego track team, lived up to the expectations of coach Stan Winters. But as in last year's meet, lack of depth proved Navy's stumbling block. The winning Army outfit had a large, well-conditioned team. Army's ability to place men in the second, third and fourth spots gave them a big edge over the other services.

Navy was also hampered by injuries. The Bluejacket squad lost the services of Moses Clay, SN, usn, of NTC San Diego, a member of the crack 440-yard relay team and also Ensign Meredith Gourdine, usnr, of uss *Coral Sea* (CVA 43), who had been counted on in the hurdles and broad jump. Both athletes had suffered injuries in the All-Navy meet a week before.

The civilian officials at the Inter-Service meet voted for the "Outstanding Athlete" award and their decision was announced at the banquet held after the meet. Although a very popular decision, it came as a mild, but pleasant, surprise that

the Navy's Fred Lucas won the award.

About the most surprised athlete at the banquet was the modest Lucas himself. When his name was called out and he went forward to receive the coveted award, the hundreds of other athletes gave him a standing ovation.

★ ★ ★

Norman Brinker, JO3, usn, of 14th ND, won the All-Navy triathlon event, the first time this event has been staged as an All-Navy sport. Brinker was a member of the Navy's 1952 Olympic equestrian team. The triathlon event involves swimming, shooting a .45 caliber pistol and a two-mile run.

Brinker, along with Ensign William Andre, usnr, of uss *Albany* (CA 123), has been selected to compete for a position on the U.S. pentathlon team. This year's Modern World Pentathlon will be held this October in Budapest, Hungary. The pentathlon includes the three events in the triathlon plus horseback riding and epee fencing.

★ ★ ★

Baseball Note: The "Gators" from ComPhibLant, who last year lost out to NAS Los Alamitos in the All-Navy baseball tourney, have again fielded a strong nine and look like the team to beat for Eastern and All-Navy baseball honors. The Parris Island "Boots" look to replace Quantico as All-Marine champions.

—Rudy C. Garcia, JO1, usn.



THE BULLETIN BOARD

You'll Get Bigger Reenlistment Bonuses Under New Program

RREENLISTMENT bonuses are better than ever under the recently enacted change to the Career Compensation Act of 1949.

Designed to encourage first reenlistments especially, the new bonus plan, enacted as Public Law 506, pays the biggest sum to men executing a first reenlistment, with payments growing consecutively smaller for second, third, and fourth or following reenlistments.

The new law also encourages higher-rated men to remain in the service, while giving non-rated men an incentive to study for advancement—the amount of reenlistment bonus is geared to the pay grade in which you are serving at the time of discharge.

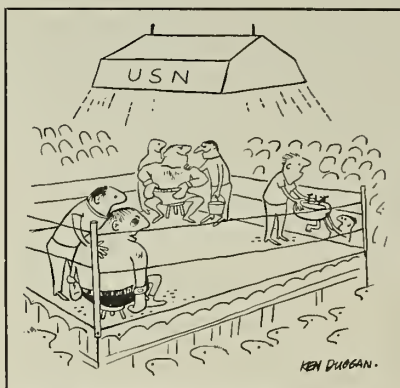
Before we go into the new law let's look at a couple of definitions which you must understand:

Reenlistment — For the purpose of determining your right to a bonus under the new law, "reenlistment" means:

1. An enlistment in the Regular Navy after compulsory or voluntary active duty in either a Regular or Reserve component of the Navy, or
2. A voluntary extension of an enlistment for two or more years.

For the purpose of the new law only those reenlistments for which a *reenlistment bonus* was previously authorized will be counted. Take the case of a man who served one hitch and was entitled to the "*reenlistment allowance*" (\$50 for each year of the old hitch) instead of a bonus for his second hitch. He is now about to enter his third hitch, *but* he is in effect starting only his *first* reenlistment. However, if he had been authorized the *bonus* at the start of his second hitch instead of the *allowance*, he would now be facing a *second* reenlistment and would have to settle for less money.

Active Federal Service — "Active federal service" is defined as active service in the Army, Navy, Air Force, Marine Corps, Coast Guard, or any of their components. Only such time as is *actually* served dur-



"He's hit me with everything but the . . ."

ing a minority enlistment or an enlistment which is terminated prior to its normal expiration date may be counted as active service. The following *are not* counted as active service:

- Inactive service as a member of the Army, Navy, Air Force, Marine Corps, Coast Guard, or any component thereof.

- Time while on leave without pay.

- Time lost as defined in para. 044018 *Navy Comptroller Manual* and para. 84041 *BuSandA Manual*. Generally, this includes unauthorized absences which are not excused by competent authority, sickness due to misconduct (misconduct injury, intemperate use of alcohol, drugs, etc.), non-performance of duty due to civil arrest (unless acquitted or released without trial and without making restitution or reparation), or confinement (under general court-martial sentence or while confined awaiting trial which results in conviction and sentence by general court-martial, to confinement and to a total loss of pay and allowance, if such court-martial is not later wholly remitted or set aside).

Eligibility — With a few restrictions (listed elsewhere) the new reenlistment bonus law applies to the following:

- Any enlisted person who reenlists in the Regular Navy on or after 16 Jul 1954, if such reenlistment

occurs within 90 days after his date of last discharge or release from active duty in the same service.

- Any officer or warrant officer who reenlists in the Regular Navy on or after 16 Jul 1954 within 90 days after date of release from active duty as an officer or warrant officer, if he served in a Navy enlisted status immediately prior to serving as an officer or warrant officer.

Men who reenlist in the Regular Navy on or after 16 Jul 1954 and are entitled to a reenlistment bonus must decide whether to receive payment under the new bonus law or under the previous one (which provides the set sum of \$160 for a four-year reenlistment or \$360 for a six year reenlistment). Also, men who have the option of the pre-1949 enlistment allowance retain their right to select the allowance instead of a bonus.

However, once a man decides to receive the reenlistment bonus under the new law, any further bonuses must be paid under the new law. Moreover, men whose initial enlistment occurred after 16 Jul 1954 will be eligible for reenlistment bonuses *only* under the new law.

Provisions of the Law — Here are the main points of the new bonus set-up. The amount of your reenlistment bonus will be computed by multiplying the *number of years for which you reenlist* by (1) an amount equal to *one month's basic pay* to which you were entitled on the date of your last discharge or release from active duty for your first reenlistment, or (2) an amount equal to *two-thirds, one-third, or one-sixth* of one month's basic pay to which you were entitled on the date of last discharge or release from active duty, for the second, third, or fourth (and following) reenlistments, respectively.

Basic pay is considered to be the base pay of your grade, plus the longevity you were actually drawing at the time of discharge for reenlistment purposes. (It should be noted

that when a man, completing a four-year hitch, reenlists for a second hitch, if he has had no prior service other than the enlistment just completed, he is drawing longevity for only two years. The second two-year period, even though completed, does not increase your basic pay until the service is actually confirmed and you have served at least one day over four years.)

With the above terms in mind, here are the restrictions which govern the amount of reenlistment bonus you are entitled to under the new law:

- A person in pay grade E-1 (seaman recruit) on date of last discharge or release from active duty is entitled to a bonus for a first reenlistment computed on the basis of only two-thirds of the monthly basic pay to which entitled on date of last discharge or release from active duty.

- Persons in pay grades E-1 and E-2 (SR and SA) on date of last discharge or release from active duty are not entitled to any bonus for a second, third, fourth or subsequent reenlistment.

- Men in pay grade E-3 (seaman) on date of last discharge or release from active duty are not entitled to any bonus for a third, fourth or subsequent reenlistment.

- Any man who reenlists after completing a total of 20 years of active federal service, is not entitled to a reenlistment bonus.

- The reenlistment bonus payable for a reenlistment which will extend your total active federal service beyond 20 years will be computed by using as the multiplier only that number of years or fraction thereof (months and days) which, when added to your previous active service, totals 20 years.

WAY BACK WHEN

Parachutes

The first recorded use of a parachute device occurs in Chinese legend, a tale of a young lover eluding an angry father by jumping from a high wall with a large coolie hat held in each hand, but it was not until 1495 that anything resembling the present-day 'chute was actually designed. It was sketched by Leonardo da Vinci and consisted of a pyramid of cloth.

An early account tells of an Italian who made a jump in 1617. His "silk" was a square wooden framework, covered with canvas and intended for use in escaping from burning buildings. However, little use or real interest developed until 1783, when the Montgolfier brothers' balloon made a quick means of escape necessary.

In 1808 a Polish ballaenist named Kuparenta became the first aerialist to leap to safety with a parachute. With the rising popularity of balloons in the late 1800s, 'chuting became an added means of entertainment.

The first successful jump from a plane was made by a man holding a loosely folded parachute in his arms. In 1912 a loaded 'chute came into being, packed in a cane-shaped cylinder which hung under the plane's fuselage. Its "harness" was a trapeze bar.

Parachutes were not mandatory during the First World War, but both sides used them, the aviators buying their own.



The predecessor of present-day "silks" was a foolproof pack known as the "Type S," developed in 1923 by an Army Air Corps major. The chest, back and seat packs were originated about the same time.

Since the Navy began buying and issuing parachutes in 1924, nautical airmen have instigated a number of improvements to the safety devices.

The Navy, in conjunction with the Air Force, is now testing barostatic and timing devices, which will open parachutes automatically, even if the pilot is unconscious. BuAer is also testing a method which uses a pyrotechnic cartridge actuated by a timer, to open the pack and stream the silk.

- The cumulative amount of reenlistment bonuses which you may be paid under this and any other authority for a reenlistment bonus, may not exceed \$2,000.

Now, if you have figured up your base pay, the following table will help you figure how much reenlistment bonus you are entitled to under the new law:

Here is an example of how the

table works. Suppose you are a third class petty officer (pay grade E-4) at the time of discharge, have no previous service other than the four year enlistment just completed, and are facing your first reenlistment. According to the table you are entitled to one month's basic pay for each year of your reenlistment. This base pay, with longevity for over two years' service, amounts to \$129.95. If you reenlist for four years your bonus will be four times \$129.95, or 519.80; a six-year reenlistment would give you a bonus of \$779.70.

Say that you entered a six-year hitch, following your initial four year enlistment and that you advanced to pay grade E-6—first class petty officer—during this six year hitch. Now, if you ship for another period of six years (your second reenlistment) you will draw a bonus of \$794.94. (As a first class PO with over 8 years longevity your basic

Pay Grade	1st Re-up	2nd Re-up	3rd Re-up	4th & Other Re-ups
E-7	*	**	***	****
E-6	*	**	***	****
E-5	*	**	***	****
E-4	*	**	***	****
E-3	*	**	None	None
E-2	*	None	None	None
E-1	**	None	None	None

*Equals one month's basic pay for each year of reenlistment.

**Equals 20 day's basic pay for each year of reenlistment.

***Equals 10 day's basic pay for each year of reenlistment. (One third of a month's basic pay.)

****Equals 5 day's basic pay for each year of reenlistment. (One sixth of a month's basic pay.)

pay is \$198.74. For a second reenlistment the bonus, according to the table, is figured on the basis of two-thirds of your base pay, or \$132.49. Therefore, your bonus will be six times \$132.49.)

On completion of this third hitch you have a total of 16 years' active service; however, your basic pay on date of discharge is based on longevity of only over 14 years. If you are still first class your base pay is \$221.68. Ship for four and you are entitled to one third of this amount (\$73.89) for each year of your third reenlistment, making a final "re-up" bonus amount of \$295.56.

Thus, by the time you've signed for the last four years of your "twenty," you will have drawn a total bonus of \$1870.20, *plus* the leave pay, rations, travel allowances, etc., which you normally draw at the time of each discharge. Under the old bonus system the same three reenlistments would have given you a total bonus of only \$880.

Men with long service may not fare as well under the new bonus law as under the old, but they have the right to select whichever plan will benefit them most.

Navy Nonagenarian Swings a Wicked Baton

A 93-year-old former Navyman came out of retirement (temporarily) to lead a Navy band in one of his own compositions.

Pasqual De Santis, who celebrated his birthday last month, made a guest appearance at a band concert at the U. S. Naval Hospital, Annapolis, Md. He was formerly bandmaster at the Naval Academy, starting that assignment more than half a century ago.

A native of Italy, De Santis came to the U. S. and enlisted in the Navy in 1893, beginning his naval career with ten years of sea duty. The old-timer saw action in the Spanish-American War where he acted as interpreter in addition to his duty as a Navy musician. At one time he served as interpreter for Lieutenant R. P. Hobson, USN, who sank the collier, *uss Merrimac*.

After becoming bandmaster at USNA in 1903, De Santis stayed on to lead the band until 1923, when he "retired on 30."

Regulations Set on the Refund Of Reenlistment Bonus by Navymen for Time Not Served

Instructions concerning the refund of part of the reenlistment bonus by servicemen who are discharged early for any of a number of reasons can be found in A1nav 18.

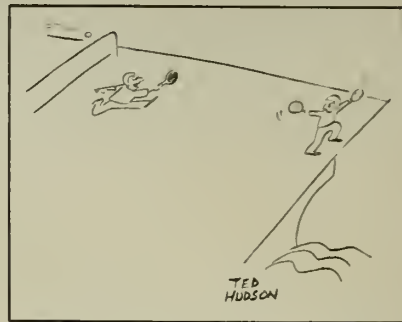
The A1nav calls for repayment of money on a *pro rata* basis for years, months, and days of time lost and/or time not served during an enlistment or extension of enlistment entered into on or after 26 Oct 1951 for which a reenlistment bonus was paid.

Under its provisions, any of the following periods of time (in excess of one day) will be considered as "time lost" and a refund will be due, except when the time lost has been made up in accordance with *BuPers Manual*.

- (1) Unauthorized absence.
- (2) Confinement as the result of conviction by courts-martial.
- (3) Confinement while awaiting trial and disposition of case, if later convicted.
- (4) Arrest and confinement by civil authorities, if convicted.
- (5) Time lost on account of injury, sickness, or disease resulting from intemperate use of drugs or alcoholic liquors or other misconduct.

In any case where naval personnel are discharged for any of the following reasons, refunds will be required for the time not served, computed from the actual date of discharge through the date of normal expiration of enlistment:

- Transfer to the Fleet Reserve and release to inactive duty prior to the expiration of the number of years service for which the bonus was paid.
- Separation for convenience of the Government in the case of women members when marriage provides the sole basis for such discharge.
- Separation by reason of disability resulting from misconduct, willful neglect or incurred during a period of unauthorized absence.
- Separation by reason of misconduct as provided by Article C-10313, *BuPers Manual*.
- Separation by reason of approved sentence of court martial.
- Separation by reason of unfitness.
- Separation by reason of unsuit-



"Great scott, Smedley! Wave him off. This is set point."

ability when repayment is specifically directed by the Chief of Naval Personnel.

- Separation as a result of writ of *habeas corpus* when directed by the Chief of Naval Personnel.

- Early discharge for the purpose of reenlistment for a specific reason. (Example: To attend a service school or to complete a tour of duty).

- When specifically directed by the Chief of Naval Personnel in cases of individuals electing discharge or transfer to a Reserve component, if required by law, who are erroneously reenlisted in a higher temporary rate or rank rather than in their permanent rate or rank, subsequently reduced to the lower rate or rank, and then promoted to a temporary rate or rank.

- When specifically directed by the Chief of Naval Personnel in cases of individuals whose discharge or transfer to a Reserve component, if required by law, is directed for the convenience of the Government upon the application and in the interest of the individual because of special or unusual circumstances.

It should be noted, however, that Navy personnel who have been paid a reenlistment bonus for a reenlistment or an extension of enlistment entered into prior to 26 Oct 1951 shall not be required to refund any portion of their reenlistment bonus because of any time lost or failure to complete the term of enlistment for which the bonus was paid.

Personnel in the above category who *were required* to refund a portion of a reenlistment bonus because of failure to complete the term of enlistment, may submit claims for the amount due in accordance with Paragraphs 044296 and 044298 of the *NavCompt Manual*.

USN Officers Must Take Exams or Courses to Get Promotions

WRITTEN examinations or completion of specified courses of instruction will be required once more for promotion of most Regular Navy officers effective 1 Jan 1955.

Not included in this plan, which is outlined in BuPers Inst. 1416.1, are officers eligible for promotion to lieutenant junior grade or to rear admiral and above, or officers of the Medical Corps, Dental Corps, Medical Service Corps and Nurse Corps, all warrant officers and all temporary officers.

All other regular officers will be required to take an examination after selection for promotion, or have on hand proof of completion of the required courses, either correspondence courses or residence courses.

The examinations will cover three broad areas: *Executive, Operations and Technical*.

Generally, the executive part of the examinations will be the same for all officers, whether line or Staff, while the operations and technical portions will vary for the line and Staff Corps and the other fields of specialization within the line and Staff Corps.

Each area of examination is further broken down into various subjects designed to "stimulate the professional growth of officers." However, to prevent placing an undue load on those groups who will be selected for promotion in the next few years, the examinations will be "phased in" with the number of subjects required of each officer growing annually until the plan is in full operation about 1961.

Special provisions have also been made for officers taking Navy-sponsored courses at different schools or colleges. Those attending a school lasting between six weeks and nine months may request that the examination be rescheduled at a later period (within 12 months).

Officers attending a course of instruction lasting nine months or more will, as a general rule, be examined on their records in the operations and technical areas but will be required to take the written examinations in the executive area unless otherwise exempted.

In the case of an officer being examined on his record, the naval

examining board is authorized to call the officer for personal appearance or require further examination should the record prove inconclusive.

Examination questions will, in general, be of the objective type for promotion to the grades of LT and LCDR. Essay type questions normally will be used for examinations to the grades of CDR and CAPT. The contents of the examinations will vary according to rank with the higher grades needing a more general knowledge of duties required.

Enclosures to the directive give a detailed account of the subjects the examinations will cover, bibliographies for study, and the accepted correspondence and resident courses which will exempt an officer from the formal examinations. Twenty-eight categories of officers are covered with all the requirements needed for promotion to the grades of lieutenant to captain.

It has been emphasized that through use of the correspondence courses and resident courses it is possible, in many instances, for an officer to meet all requirements for promotion without taking the formal examinations. However, in several of the limited duty officer categories it will be necessary to write a theme, dealing with new developments

within the specialty, at each promotion period.

Most of the courses providing exemption from the examination are good for two promotion periods. As an example, a LTJG notified of his selection for promotion to LT can waive part of his exams by proving that he has taken a correspondence course in, say, Strategy and Tactics. This same course would also count toward his promotion to LCDR. However, before being promoted to CDR he would either have to take the course over again to refresh his memory or take the examination when selected.

Officers of the Medical Corps, Dental Corps, Medical Service Corps and Nurse Corps do not come under the new system. BuMed will promulgate the professional requirements for these officers shortly.

This is not the first time formal examinations have been held for officer promotions. Prior to World War II the system was in effect but was dropped when the war started. The plan was picked up again in 1949 but the Korean war forced its abandonment once more.

(Professional requirements for promotion of warrant officers, temporary officers USN(T), and Naval Reserve officers will be the subject of future instructions).

Here Are Pamphlets on Living Conditions Overseas

From time to time ALL HANDS runs articles on living conditions at various overseas stations; however there are many stations overseas where the small quota of naval personnel on duty does not justify a long account.

Here is a complete list of pamphlets available on living conditions

at overseas stations, large and small.

Personnel can get the latest information on living conditions and various other compiled information by writing the Chief of Naval Personnel (Attn: Pers G212), Navy Department, Washington 25, D. C., requesting one copy of the appropriate pamphlet.

Alaska (Adak and Kodiak)
Azores
Bermuda
Brazil
Bahrein Islands, Saudi Arabia
Trinidad, British West Indies
Cuba (Guantanamo Bay)
France (including Paris)
French Riviera (Staff, Sixth Fleet)
Port Lyautey, French Morocco
Famozia
Germany
London, England
Greece (Athens)

Guam and Saipan
Hawaii
Iceland
Italy (Rome and Naples)
Japan
Johnston Island
Kwajalein
Midway Island
Argentina, Newfoundland
Panama Canal Zone
Philippine Islands
Puerto Rico
Tripoli, Libya
Turkey

New Oxygen Equipment Course Teaches On-the-Spot Repairs And Testing of Apparatus to PRs

A new eight-week Oxygen Equipment Course is open to parachute riggers, second class and above, and equivalent Marine Corps ratings, providing special training in repair and testing of aviation breathing-oxygen and carbon dioxide apparatus now in use by the Navy. Waves are also eligible for the course, given at NAS Lakehurst, N. J.

The new course is the result of several years' research proving that on-the-spot repairing and testing of regulators would bring about substantial savings in the time required for repairs. The shorter time in-

creases the availability of planes and offers oxygen crews a better opportunity to instruct pilots and crewmen in proper use of the equipment.

Studied in the oxygen phase of the course are the types of oxygen systems and masks; sizes, pressures, hydrostatic testing, and painting of cylinders; instruments, gauges, flow indicators and regulators; and oxygen transfer process and transfer machines.

The carbon dioxide phase embodies CO₂ properties, cylinders, values, systems, and transfer process and transfer equipment.

Other safety and survival equipment, sewing machine maintenance and special parachutes are also studied.

Tenth Anniversary Survey Shows G. I. Bill Has Aided Millions of WW II Veterans

This year marks the tenth anniversary of the G.I. Bill (Servicemen's Readjustment Act) for veterans of World War II.

Through the G.I. Bill, signed into law in June, 1944, veterans of World War II have proved themselves to be among the "best financial risks" in the country as well as one of the better educated groups of citizens.

During the past 10 years one out of every five men and women who served in World War II obtained a VA-guaranteed and insured loan. Broken down these loans consisted of the following:

- Home loans accounted for 90 per cent of all loans obtained; actually 3,300,000 loans amounting to a total of 22.8 billion dollars. The average veteran used his loan to buy a substantial, middle-priced home that was neither a "cracker box" nor a mansion.

- Farm loans numbered 66,000 and totaled \$256,000,000.

- Business loans numbered 213,000 and totaled \$575,000,000.

Already 650,000 of these loans, amounting to three billion dollars, have been repaid in full.

In the 10 years' time more than 7,800,000 World War II veterans have trained under the G.I. Bill. Of this total:

- 2,200,000 attended colleges and universities.

- 3,500,000 went to schools below the college level.

- 1,400,000 took on-the-job training.

- 700,000 enrolled in institutional on-farm training, a combination of classroom work and practical experience on the farm.

Under the G.I. Bill, World War II veterans trained for nearly every occupation at which man earns his living.

As a result, the nation's reservoir of trained civilian manpower, depleted at the end of World War II, has been replenished.

The Korean G.I. Bill (Veterans Readjustment Assistance Act of 1952) provides similar benefits for servicemen on active duty after 27 Jun 1950. As yet it is too early to measure the accomplishments of this new G.I. Bill.

WHAT'S IN A NAME

The Sargasso Sea

The Sargasso Sea probably has had more wild and untrue tales told about it than any other body of water. It is named after a brown alga, a plant group that includes seaweeds and allied plant forms.

In olden times, and even today, many people believed it to be a sort of a graveyard of ships, ships which had become entangled in its abundant weed growth. Stories have been told of whole ships rotting in the weeds, their crews slowly starving while they awaited help.

Nothing could be further from the truth. History records not a single vessel entrapped in the Sargasso Sea. The dense fields of weeds growing over ships is a figment of the imagination. True, there is a lot of surface vegetation in the Sargasso Sea, but spread over an area roughly the size of the U. S. these weeds offer little if any obstruction to shipping.

To get an idea of the location and size of the Sargasso Sea take a quick check of a chart of the Atlantic. A line drawn from the mouth of the Chesapeake Bay across to Gibraltar, then on to Dakar, back across the Atlantic to the island of Haiti and from there to the original starting point, would pretty well cover the area.

In that space there is an estimated 10 million tons of weed, thousands of different types of marine life and not a single rotting hulk. The Sargasso Sea is like no other spot on earth and may well be considered a definite geographic region.

The weeds come floating from various places. The Gulf Stream brings most of them from the coasts of the West Indies and Florida, and once there they grow and multiply at a fantastic rate.



In addition to the plants, many small animals come riding into the Sea, mostly as unwilling passengers on the weeds which served as their homes when the weeds were attached to the shore.

Once in the Sea these small animals, crabs, shrimps, small fishes and innumerable assorted species of marine creatures, often undergo a drastic change of life. They form special organs for attachment to the weeds so they won't sink into the deeper water where fish of all kinds are waiting for a tasty meal. Some change their appearance completely in an attempt to disguise themselves. These changes, of course, only arise over a great period of time.

There is danger in the Sargasso Sea, but not for man. It is more of a place of wonder and beauty where men of science can take accurate observations of the life and ways of the sea. For sailors it is an unusual spot to be appreciated, not feared.

Taking Children Overseas? Get the Word on School Facilities

If you are a Navyman assigned to duty at an overseas base and are taking your dependents with you, you may be assured that there will be reasonable educational facilities available for your school-age children—either through attendance at organized schools or through correspondence work.

The Department of the Navy provides financial assistance, within limitations, for the education of dependents of Navy men in overseas areas. Detailed information is contained in SeeNav Inst. 7820.3.

Who is eligible for this educational assistance?

Any unmarried child, stepchild, or adopted child who is actually dependent on the Navy parent and who will have reached his sixth but not his 21st birthday by 31 December of the school year currently in progress is eligible for educational assistance up through the high school level at the expense of the U. S. Navy.

The dependents of civilian personnel employed by the Navy overseas are also eligible for educational assistance under the same conditions as dependents of uniformed naval personnel.

What type of schooling is available overseas?

Navy dependents overseas make use of the following types of schooling at Navy expense:

- Navy-maintained schools.
- Schools operated by other branches of the Armed Forces.
- Schools operated by local civilian agencies (churches, government or private).
- Correspondence and home study courses.

Where a Navy-maintained school is established it is expected that naval personnel attached to the activity maintaining the school or stationed within a reasonable daily commuting distance will send their dependents to that school. However, naval personnel sending their dependents to other schools, when there is a Navy-maintained school available, must bear the expense of such schooling without assistance or reimbursement from Navy funds.



"How can you expect me to read it when you've misspelled every word on it?"

Navy-Maintained Schools

Following is a list of 14 overseas duty stations where Navy-maintained schools are available for dependents' education:

- Argentia, Newfoundland
- Guantanamo Bay, Cuba
- Izmir, Turkey
- Kwajalein, Marshall Islands
- Midway Island
- Naples, Italy
- Port Lyautey, French Morocco
- Sangley Point, Luzon, P. I.
- Subic Bay, Luzon, P. I.
- Saipan, Marianas Islands
- Tainan, Formosa
- Tsoying, Formosa
- Trinidad, B. W. I.
- Yokosuka, Honshu, Japan

Other Types of Schools

At activities where Navy-maintained schools are not available, naval personnel are expected to send their dependents to schools in the immediate vicinity maintained by the Army or Air Force, or by a local organization. For example, naval personnel stationed in Paris would send their dependent children to schools maintained by the Army. The Army in turn would be reimbursed from appropriated Navy funds available for dependents schooling in that area.

In cases where naval personnel are expected to send their dependents to local schools other than those

maintained by the Armed Services, the following points are taken into consideration before appropriated Navy funds are made available:

- It must be determined that the school will accept dependents of naval personnel and can adequately accommodate them.
- The schooling provided should be equal to that normally provided in public schools in the U. S.
- English should be the language of instruction.

The Navy will contribute toward tuition in some schools even though the last two considerations are not met if the parents willingly accept it for their children.

Since the purpose of dependents' schooling overseas is to keep the Navy family together, appropriated Navy funds will not be used to provide schooling that requires a child

Bronze Star and Air Medals Are Now Issued by Certificate

Navy and Marine Corps personnel who receive the Bronze Star Medal or the Air Medal will now receive *certificates* (instead of *citations*) as they are awarded by delegated authority.

Citations and certificates are both issued to confirm awards. There is no difference to the individual between receiving the citation or the certificate. The only variance between the two is in the administrative procedures involved. Permanent citations will continue to be issued for all Bronze Star medals and Air Medals that are awarded by the Secretary of the Navy.

The certificates, like the citations, will be signed by the Secretary of the Navy and will be issued by the Chief of Naval Personnel and the Commandant Marine Corps, as appropriate.

No certificate will be issued to any individual to whom a permanent citation has previously been issued. Also, certificates will not be issued for any other naval decorations. Information on the issuance of these certificates is contained in BuPers Notice 1650 of 9 Jul 1954.

to live away from his parents.

When the establishment of a Navy school is not feasible and attendance in any other local school is impossible or impracticable Navy parents may instruct their children through home study or correspondence courses provided at Navy expense. Various schools have well-prepared courses available for all grades from one through eight and the majority of high school subjects. Requests for information about home study courses should be addressed to the Chief of Naval Personnel (Attn: Pers C113), Navy Department, Washington 25, D. C.

Spare Time College Study Earns Chief BA Degree

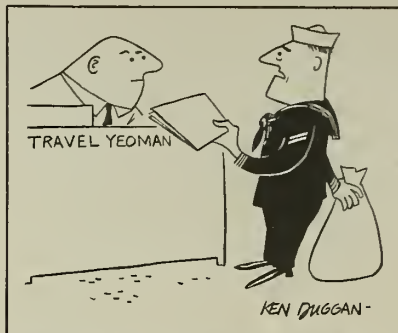
A Navy chief has taken advantage of the G.I. Bill of Rights for World War II veterans and completed a full four-year college course while competently filling his Navy billet.

Transferred from time to time in line with his Navy duties, Charles L. Carter, DTC, usn, attended five different colleges before he obtained his degree.

Chief Carter admits that it took many long hours of study and hard work but it was worth it. In June while on duty at Great Lakes, Ill., he received a Bachelor of Arts degree in History from Lake Forest College at Lake Forest, Ill. In addition he was awarded honors for his senior thesis.

Previously Chief Carter had attended college in his off hours at various duty stations. In 1940 he was enrolled at San Diego Evening Junior College, San Diego, Calif. In 1943 and 1944 he was studying at the University of Washington, Seattle, Wash. He continued in 1950 and '51 at the College of William and Mary, Norfolk, Va., and during the 1951 summer session was taking courses at Northwestern University, Chicago, Ill. From September 1951 to June 1954, his spare time studies were at Lake Forest College.

The chief now intends to study law. Then, when he retires with 19½ years service, he plans to set up his own law practice.



"There's been a mistake—my orders say travel first class and I'm only a seaman."

NROTC Ensigns and LTJGs May Request Transfer To Civil Engineer Corps

NROTC trainees commissioned in the U. S. Navy as ensigns and lieutenants (junior grade), who have not yet been selected for retention in a career status and who possess an appropriate baccalaureate degree from a properly accredited college, may now request change of designator to the Civil Engineer Corps after completing 12 months (and before completing 24 months) of active commissioned service.

Authority for requesting the change of designator is contained in BuPers Inst. 1520.5B of 2 Jul 1954, which supersedes BuPers Inst. 1520.5A.

A board will be convened in July of each year to consider the applications of qualified officers. Applications may be forwarded during the first year of commissioned service, and prior to 15 June of each year, but no request will be presented to the board until the requesting officer has completed 12 months' active commissioned service.

Officers recommended by the board will be transferred to the Civil Engineer Corps and assigned to duty in a CEC billet at the earliest practicable date after selections have been made. Officers transferred to the CEC who submit requests for retention in the Navy will be considered for retention as Civil Engineer Corps (Code 5100) officers during their third year of active service.

The new instruction also allows other NROTC ensigns and LTJGs to request Staff Corps designators prior to their selection for retention

in a career status. Formerly such officers could only request retention as line officers, applying for a change of designator after their selection for retention as career officers.

Requests for a change of designator, if approved, will not affect an officer's obligated service or his privileges in regard to career status selection.

Special Duty Legal Officer Program Is Open to Qualified EMs, Officers on Active Duty

An annual program for the procurement of Special Duty legal officers in the Regular Navy has been established. The deadline for receipt of applications in BuPers is 1 Nov 1954.

Among those eligible under the new program are Regular Navy enlisted men, Reserve officers on active duty and enlisted Reservists on active duty who hold a law degree from a law school accredited by the American Bar Association and who are members of the bar of a federal court or of the highest court of a state or territory of the U. S. or District of Columbia.

Applications are desired only from male members of the Navy between 21 and 32 years of age (by 30 June of the calendar year in which appointed). No tests are required of officers and officer candidates but enlisted applicants on active duty must attain a combined GCT, MECH and ARI score of at least 195.

No professional examinations will be given. The applications of all qualified applicants will be delivered to a selection board which will recommend those candidates considered best qualified to fill the existing vacancies.

Officers selected under the program will be appointed to the rank of LTJG, usn, with the designator 1620. Enlisted candidates selected will be ordered to four months of Officer Candidate training in their present rate, will undergo training as an Officer Candidate and finally be appointed to LTJG, usn, upon successful completion of the training.

This will be an annual program with applications accepted up to 1 November each year.

Full details and instructions may be found in BuPers Inst. 1120.21.

List of Latest Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in July.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Casanova's Big Night (101) (T): Comedy; Bob Hope, Joan Fontaine, Basil Rathbone.

Johnny Dark (102) (T): Racing Drama; Tony Curtis, Piper Laurie, Don Taylor.

The Man Who Came To Dinner (103) (Re-issue): Comedy-Drama; Monty Woolley, Bette Davis, Ann Sheridan.

Limping Man (104): Murder Mystery; Lloyd Bridges, Moira Lister.

The Command (105) (T): West-

Retired Navymen Go Back to School Under Both G.I. Bills

A lot of retired Navymen are heading for the little ole school house upon retirement instead of the proverbial chicken farm they once looked forward to.

Take Arne Haggblom for instance. Arne was a chief machinist's mate who was an expert on machinery of all kinds. There were a lot of other things he was interested in too, and here was a chance to find out more about them. So when Arne went into the Fleet Reserve he also went to college.

He eventually received his Bachelor of Arts degree (back in 1952) and proved once again the value of education in opening up new horizons, both in jobs and avocations.

Arne wasn't the first nor is he the last. Another Navy chief, now retired, obtained his law degree and permission to practice before the U. S. Supreme Court.

Dozens of other retired Navymen are mingling with younger students on college campuses, all having a common goal — to improve their education and qualify themselves for better positions.

As one retired chief explained, "My rating was connected to strictly sea-going duties. It was hard to find a civilian counterpart for my qualifications unless I entered the Merchant Marine. I discovered one answer to my problem—get some academic education. When I got it, I tied it to my naval experience and found I had the necessary qualifications to do something besides watch over empty buildings between midnight and daylight."

Under the terms of the G.I. Bill

of Rights, retired career men of the services, as well as veterans, can qualify for educational benefits of a wide order. The fact that the G.I. Bill eases the financial burden the retired Navymen would otherwise face in trying to go back to college is the big reason many such retired sailors are steering the course toward higher education.

For example, Chief Jones retires on 22 years' service. He has a wife and child and his retirement pay amounts to \$159.60 and he decides that perhaps he needs some more education in order to qualify for a job he wants to do. He has the practical experience. If he can get the qualifying academic credits, he will be in line for a more responsible job.

Chief Jones files application with the Veterans Administration for educational benefits. By virtue of World War II and Korean conflict time spent on active service, he is eligible for the educational benefits that accrue to veterans of both periods.

He finds that under his World War II eligibility he can obtain a maximum of 48 months of education and under the Korean Bill he is eligible for up to 36 months of education. There is a difference in the allowances granted in each case. But even the use of both bills will entitle him only to a maximum of 48 months of education.

Jones did not happen to reenlist during the period of 6 Oct 1946 to 5 Oct 1947, therefore under World War II eligibility he must complete any education started by July 1956. If Jones had enlisted

or reenlisted between 6 Oct 1946 and 5 Oct 1947, he would have had four years after discharge from that enlistment in which to start his education and until nine years after discharge to complete his education.

But Jones still has the Korean Bill for which he is eligible. Thirty-six months is four academic years—sufficient time under normal resident study to obtain a bachelor of arts or science degree.

He finds out also that his dependency status (two dependents) makes him eligible to receive \$160 per month, out of which he must pay his tuition and provide necessary books, etc. He can supplement his allowance with part-time work if he so desires. Any such extra compensation does not reduce his VA allowance—if he is going to school under the Korean G.I. Bill.

The \$160 allowance is tax-free and, added to his service retainer pay which is also virtually tax-free by reason of his dependent exemptions (\$1800 in Jones' case) gives him a total net income of close to \$3100 per year. If he attends summer school in order to shorten the time necessary to obtain his degree, he could increase this total to \$3500 per year.

Accordingly he is able to subsist on it with very little sacrifice in his usual personal living standards.

If, at the end of your normal Navy career, you too feel the need to hit the books again and thus gain for yourself a broader background, you may be interested in following the path marked out by Jones and the others.

First Hand Look at Navy Relief Work Brings in Cash

A good example of the Navy's taking care of its own came when 75 Naval Reserve officers on annual two weeks' training duty at Newport, R. I., donated \$1500 to the Navy Relief Society following the arrival in port of the carrier *uss Bennington* (CVA 20) with casualties from an explosion aboard the ship.

The officers were attending the Senior Reserve Officer's Course at the Naval War College in Newport, R. I. They had reported aboard just a few days after the disaster on the carrier.

At that time a great many of the dependents of men on board the carrier were in the area. After the officers had seen at first-hand the job Navy Relief was

doing in aiding all concerned, they suggested that as a group they could contribute to the aid of Navy people affected by the losses.

Within a day about \$1000 had rolled in, to be turned over to Navy Relief. By the time the course was completed the sum had grown to \$1500.

When the Chief of Naval Operations, Admiral Robert B. Carney, USN, heard of the officers' fine response he stated, "This manifestation of a warm and understanding attitude of these Reserve officers toward the needs of their brethren, both Regular and Reserve, is a heart-warming example of devotion among service comrades."

ern Melodrama; Guy Madison, Joan Weldon.

Conquest of Everest (106) (T): Documentary; Members of Expedition.

Tanganyika (107) (T): Jungle Adventure; Van Heflin, Ruth Roman, Howard Duff.

Arrow In The Dust (108) (T): Western; Sterling Hayden, Coleen Gray.

Hell Below Zero (109) (T): Sea Adventure; Alan Ladd, Joan Tetzl.

The Outcast (110): Western; John Derek, Joan Evans.

The Carnival Story (111) (T): Melodrama; Anne Baxter, Steve Cochran.

Angels With Dirty Faces (112) (Re-issue): Drama; Humphrey Bogart, Ann Sheridan.

The Siege of Red River (113)

(T): Western; Van Johnson, Joanne Dru.

The Iron Glove (114) (T): Historical Drama; Robert Stack, Ursula Thiess.

Heat Wave (115): Murder Drama; Alex Nicol, Hillary Brooke.

Stage Door (116) (Re-issue): Musical; Katherine Hepburn, Ginger Rogers.

Navy Mutual Aid Association Observes 75th Birthday

Celebrating its 75th anniversary, the Navy Mutual Aid Association has announced one the most successful years in the \$26 million-dollar organization's history.

The aid association is a non-profit group whose membership is open to regular commissioned and warrant officers, both permanent and temporary, on the active list of the Navy, Marine Corps and Coast Guard.

Membership in the organization provides dependents of deceased members with immediate aid in the form of a substantial cash payment which can be wired or cabled anywhere in the world, and prompt preparation and submission of all government claims.

Interested officers may write directly to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C., for full information regarding membership.

Revised Fitness Report Form For Officers Goes Into Use After Trial Runs in the Fleet

The new officer's fitness report form, which has just gone into effect, is designed to provide a form which will give a standard and more precise picture of an officer's capabilities and performances at all grade levels.

It is a result of a comprehensive study and pre-evaluation of the fitness report undertaken by BuPers. Sample forms received a trial run in the Atlantic and Pacific Fleets before the final form was approved.

The new form has instituted the "adjectival scale" of grading officer performance, doing away with the old "numerical scale."

Another change is in Section 11, pertaining to "duties." Under this section, a more descriptive outline of the individual officer's duties may be included. This is especially helpful in the case of an officer whose assignment is in other than a customary Navy billet, or involves duties not well established, such as being a member of the recent UN Truce Commission in Korea.

Another big change is in Section 13, covering qualities for which an officer is graded. This section under the old form included 13 categories while on the new form, there are only six, including two new ones: "promotion potential" and "management effectiveness."

Work on the new form began more than a year ago. A board, under the direction of Rear Admiral R. N. Smoot, USN, was appointed by the Chief of Naval Personnel to implement the development of the new form.

This board, together with the professional staff of the Personnel Analysis Division, put in almost 12 months' time on research and development of this project. A try-out was given the new form shortly after initial work got underway. A sample form was sent out to CinCPacFLT and CinCLantFLT.

These two commands redistributed the forms to other commands in order to blanket all ranks and types of duties performed by officers. Approximately 1000 officers, from ensigns to captains, were covered by this experiment.

The sample forms were used in



But this trial run also showed where changes and improvements could be made in the form. Taking the sample form, along with the opinions and recommendations of the 70 various flag officers polled, work was begun on a still better form. Thus the new fitness report form reflects the ideas of the officers who actually fill out those forms as well as the technical know-how of the people in Personnel Analysis Division.

'Jonah's Jaybird' Certificates Go to Airmen Rescued by Subs

The unique, but unofficial, certificate commemorates the rescue of Navy, Marine or Air Corps personnel by submarines off the coast of Japan during World War II.

In fact, only those survivors from downed aircraft who were actually picked up and rescued by a submarine rate the certificate.

PING
PLUNK
BONG
JANGLE
BOOM
GONG
DING
BING
ROWLBZZLE
PLUNK PING
TINKLE BING

135

KEN DUGGAN-

Los Angeles sailors who've been ashore in the Orient and have heard the unique native music originating from native restaurants, temples and theatres are likely to wonder if CruDivOne's E. S. Solomon, MU2, usN, knows what music really is.

Included in the Navyman's collection of Oriental musical instruments are three varieties of flutes, including the bird-voiced *sukachi* from Japan; a set of temple blocks; three of the major types of drums, one of which is a scale-model of the huge double-headed drums that are drawn on carts in parades, religious festivals and funeral processions.

Perhaps the oddest item in his collection is a *tsuzumi*, a queer-looking hand drum used by mem-

Another of his ceremonial musical devices is the *koto*, much used by entertainers and in traditional dramas, such as *Kabuki*. The usual *koto* is a nine-foot stringed instrument which closely resembles the zither. Solomon's, however, is a small-scale model since space aboard the cruiser is limited.

The musical Oklahoman had two years of college behind him when he entered the service. He attended the Naval School of Music, Washington, D. C., after which he was assigned to sea duty. While overseas, Solomon has taken correspondence courses in music history, band arranging and psychology to further his musical knowledge and ability.



Summary of New Legislation And Bills Under Consideration Of Interest to Naval Personnel

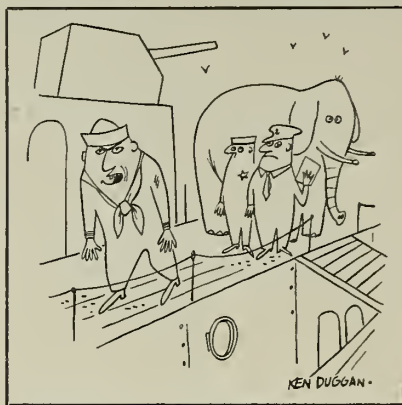
Here is a roundup of the legislation of interest to the naval service considered by the 83rd Congress as ALL HANDS went to press.

This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The following list covers Congressional action taken during the month since the last roundup.

The final summary of legislation produced by the 83rd Congress will be carried in next month's issue of ALL HANDS.

Reenlistment Bonus — Public Law 506 (evolving from H. R. 9377 and S. 3539); establishes a new system of paying reenlistment bonuses and makes provision for more generous amounts. The formula for figuring the amount of bonus due is based on taking a fraction of the Navyman's monthly pay and multiplying it by the number of years contracted for in his new enlistment. The fraction is "1" for the first reenlistment, "2/3" for the second, etc. (see page 42 of this issue for details). Personnel are given the option either of taking their reenlistment pay as computed under the new law or as computed under the former regulations.

Home Loans for Military — Public Law 560 (evolving from H. R. 7839): allows military personnel on active duty, officer and enlisted alike, to qualify for low-interest-rate, government-insured mortgage loans in order to buy a Federal Housing Authority-approved house. The law provides that FHA will guarantee 95 per cent of a loan up to a maximum of \$18,000, leaving the serviceman to pay the remaining five per cent as down payment. In order to qualify, the serviceman will have to get a certificate from the Department of Defense stating that he needs the housing, that he has had at least two years of active service and that he will remain at least two years longer. The new law is expected to benefit a large number of career service personnel, especially continuous active duty officers who heretofore were unable to qualify for a G.I. loan guarantee due to the fact that they were not "veterans."



"Aw, take it . . . I didn't want him as a pet anyway!"

Naval Construction — Public Law 548 (evolving from H. R. 8571): adds authorization for 16,000 tons of combatant naval vessels in the mine warfare and patrol vessel categories to the current naval construction program.

Officer Integration — Public Law 549 (evolving from H. R. 6725): reenacts a law previously in effect which permits the Navy and Marine Corps to transfer a number of Reserve and temporary officers of the grade of lieutenant or below to the Regular service. The Navy estimates that during fiscal 1955 it will transfer about 400 such officers while the Marine Corps estimates it will transfer some 300.

Savings Deposits — Public Law 501 (evolving from S. 3284): makes uniform for the armed forces a savings deposit system for enlisted personnel in lieu of present systems. Interest under the law on savings accounts left with the disbursing officer would be computed at four per cent. For Navy men, the passage of the new law should mean no essential change in the Navy's deposit system as it now functions.

Old Ships — Public Law 523 (evolving from H. R. 8247): provides for the restoration and maintenance by the Federal government of the historic frigate *uss Constitution* and for its continued presence at Boston, Mass. The law authorizes the transfer of the *uss Constellation* to the city of Baltimore for restoration as a public memorial and the similar transfer of *uss Hartford* to the city of Mobile, Ala. for the same purpose. It also sets a six-month period in which other cities or non-profit organizations may apply for custody

of two other old ships, *uss Olympia* and *uss Oregon*.

Reserve Officer Promotion — H. R. 6573: passed by House; would provide for the promotion, precedence, constructive credit, distribution, retention and elimination of officers of the Reserve components.

More Family Housing — H. R. 9924: introduced; in part authorizes the Secretary of the Navy to construct or repair more family housing units for military personnel and their dependents at various naval stations and Marine Corps activities in both the continental U. S. and overseas.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 24 — Concerns safety precautions to be observed in handling JP-3 and JP-4 jet fuels.

No. 25 — Makes a number of minor changes relating to initial clothing monetary allowance for Naval Aviation Cadets (NavCads) and for women personnel.

No. 26 — Announces passage of the Department of Defense Appropriation Act of 1955 and permits naval activities to incur obligations within authorized allotments.

No. 27 — Makes a change in SecNav. Inst. 1030.6 (Change One) which concerns shore patrol orders and expenses.

No. 28 — Announces restoration of more liberal weight limits on shipment of household goods for officers (see page 12).

No. 29 — Informs all hands of impending legislation which would increase the reenlistment bonus for armed forces personnel, and gives instructions to commands concerning

retention of certain men aboard ship up to the end of their enlistment, if they so request (see page 42).

No. 30—States that entry approval for dependents is no longer required for personnel ordered to shore-based activities in, or ships and aircraft having home ports in, Oahu, T. H.

No. 31—Announces the promotion of seven officers of the Marine Corps to the grade of major general.

No. 32—Contains instructions implementing the payment of the new reenlistment bonus to eligible members of the naval service.

No. 33—Lists the promotion zones which will be used by selection boards recommending promotions to the grade of captain and commander.

No. 34—Announces the temporary promotion to the grade of rear admiral of 27 officers of the Navy.

No. 35—Announces the temporary promotion to the grade of brigadier general of 13 officers of the Marine Corps.

BuPers Instructions

No. 1030.6A. — Designates commands which are authorized to approve requests from enlisted personnel for subsistence and quarters allowance and states the regulations governing allowances for personnel at activities outside the U. S.

No. 1030.17 — Outlines the basic documents naval personnel must present when applying for Basic Allowance for Quarters (BAQ).

No. 1120.22—Announces the procedure that will be followed each year to select certain Naval Reserve officers for active duty contracts of up to five years' duration under the program authorized by Congress.

No. 1301.10B — To reduce the length of message and letter orders to Reserve officers being ordered to active naval service.

No. 1416.1—Reinstitutes the written professional examination for promotion of Regular Navy officers to ranks from lieutenant through captain inclusive, and explains how postgraduate instruction courses and correspondence courses may be used in lieu of the written exam.

No. 1440.14 — Contains the new qualifications required of personnel who desire to enter the ratings of Guided Missileman (GS), Aviation Guided Missileman (GF) and Aviation Fire Control Technician (AQ) and gives procedures for making the change of rating.

No. 1520.5B—Makes provision for ensigns and lieutenants (junior grade), appointed from NROTC colleges, to enroll in certain training programs and courses of instruction before they pass their third year of active service and become eligible for retention in the Regular Navy.

No. 1745.3—Provides for a new-type punched-edge card (NavPers 711) for maintaining records of unit or composite recreation funds.

No. 1750.1A—Summarizes the provisions of the survivor's annuity plan, the "Uniformed Services Contingency Option Act of 1953" and shows how the plan is intended to fit into the picture of monetary benefit available to survivors of naval personnel.

BuPers Notices

No. 1120 (6 July 1954)—Makes a change to BuPers Inst. 1120.11A, stating that applications are not now desired for restricted line commissions from enlisted men of the Regular Navy.

No. 1650 (9 July 1954)—States that hereafter certificates rather than full citations will be awarded for all Bronze Stars and Air Medals awarded by field commands (although citations will continue to be written for awards of this type issued directly by SecNav).

No. 1710 (14 Jul 1954)—Gives eligibility requirements for naval personnel seeking to participate in the 1954 World Championship Rifle and Pistol matches at Caracas, Venezuela.

No. 1520 (19 Jul 1954)—Makes a number of changes in BuPers Inst. 1520.32 (Change Two) which lists the courses available in BuPers-administered schools.

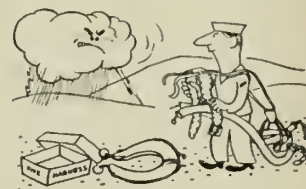
No. 1552 (23 Jul 1954)—Contains

Hurricane season is still with us, so keep a keen eye to windward and be ready to go into action. Spawned in the Atlantic belt of doldrums, these big blows pack a wallop that can send a ship reeling in their wake. Tremendous waves and powerful winds may cover an area of from 50 to 500



miles in diameter, an area it is best to avoid (the only safe way to fight a hurricane).

To give you an idea of the terrific power packed by one of these run-away storms, which are actually the same as the Pacific typhoons, scientists have determined that in one day a hurricane expends enough energy to run all the power plants in the world for several years. As yet no one has



come up with a means of harnessing this energy. To the contrary, each year hurricanes claim many lives and do terrific damage, both at sea and ashore.

If you have plenty of advance notice, riding out a hurricane aboard a Navy ship isn't too bad. Because of the make-up of a man-of-war, the watertight integrity is much superior to that of other ships. There are several precautions each Navyman should ob-



serve during hurricane conditions. Stay below decks, use the life line if it is necessary to go across any weather deck and always be alert for sudden gusts or boarding waves. Never attempt to secure gear adrift without observing all the precautions. Your best bet is to check the do's and don'ts of your ship's heavy weather instructions.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 13.

1. (c) Samson post. Also called king post by many.
2. (a) Norman pin.
3. (b) USS Northampton (currently designated as ECLC-1).
4. (a) Tactical Command Ship.
5. (c) Silver Star Medal.
6. (b) For personal heroism in combat, but of less degree than required for the Medal of Honor or Navy Cross.

a bibliography of material to be studied by those preparing for advancement in the ratings of Aviation Guided Missilenmen (GF) and Aviation Fire Control Technician (AQ).

No. 1743 (27 Jul 1954)—Authorizes leave for personnel of the Jewish faith who wish to observe the Jewish High Holy Days.

Procedures on Applying for Active Duty Agreements Are Outlined to USNR Officers

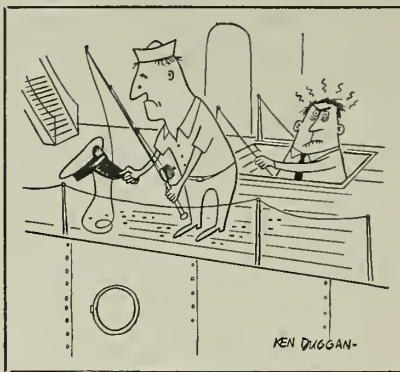
The eligibility requirements and the procedure to follow for Naval Reserve Officers applying for active duty agreements have been outlined by BuPers Inst. 1120.22.

The board to recommend officers for active duty agreements for periods of one to five years will be convened in the Bureau of Naval Personnel about 1 April of each year.

Sometime prior to 1 January of each year a Notice will be issued, asking for applications and setting forth the categories and grades of officers from whom applications are particularly desired.

Agreements tendered will be phased in so far as practicable to expire evenly by months within each year. Because of this requirement the effective dates of agreements and the stated dates of expiration must be phased by month throughout each year. Thus all agreements will not become effective with the beginning of a fiscal year, nor will they all terminate with the end of a fiscal year.

If there is no break in active duty, acceptance or termination of an active duty agreement shall not be considered a "separation" for purpose of entitlement to either mustering out pay or lump sum payment for accrued leave.



Eligibility Requirements: Naval Reserve officers on active and inactive duty are eligible to receive active duty agreements subject to the following conditions:

- Active duty agreements will be entered into with individual Reservists only after individuals have applied in writing for such agreements and have been recommended by a board of officers convened annually to pass on the qualifications of applicants.
- The term of an agreement will not extend beyond the known date of an individual's eligibility for retirement.
- Officers who have twice failed of selection for promotion while serving in their present grade are ineligible for consideration.
- Active duty agreements will not be entered into with officers on inactive duty except in cases of particular service need for such officers.
- The number of officers with agreements on active duty in the grades above lieutenant will be necessarily limited not only by the present but also by the future needs of the service for such officers.
- The grade and age which an officer might attain during the period covered by a requested agreement will be among the factors considered in determining the duration of an agreement tendered.

• While agreements cannot cover any period of obligated service, personnel serving under obligation may request, be selected for, and be tendered agreements that will become effective upon completion of their period of obligated active duty, provided the obligated service does not extend beyond the end of the succeeding fiscal year.

Method of Application: Following

are the instructions governing the submission of an application:

• Applications must be submitted in letter form to the Chief of Naval Personnel (Attn: Pers B111r) between 1 January and 1 March as will be indicated annually by a BuPers Notice. Applications submitted by personnel serving on active duty shall be forwarded via the commanding officer or reporting senior. Applications submitted by personnel on inactive duty should go via their district commandant or the Chief of Naval Air Reserve Training as appropriate. Applicants should include any pertinent information in support of their application and qualifications which in the knowledge of the applicant is not available in BuPers.

• The commanding officer, reporting senior, commandant or the Chief of Naval Air Reserve Training, as appropriate, shall include in his endorsement comment on the suitability of the applicant for service on active duty under the terms of an active duty agreement. He shall also make comment regarding any particular qualifications of the applicant.

• Applicants shall state in their applications the desired duration of the requested active duty agreement and the minimum duration they are willing to accept should an agreement be tendered.

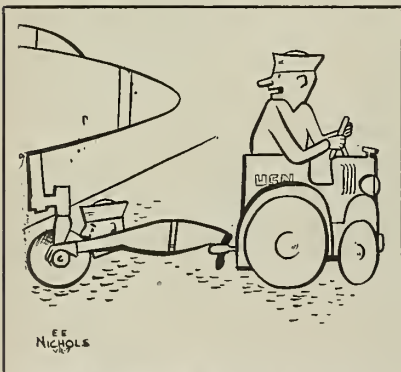
• Applications contingent on location and type of duty assigned should not be submitted.

New Correspondence Course Ready for Medical Officers

A new officer correspondence course, "Special Clinical Services (Blood)" (NavPers 10998), is now available. The course is designed to acquaint Medical Department officers with the basic principles and techniques involved in the preparation and administration of blood and blood substitutes, collection and storage of blood, preparation of plasma and laboratory procedures.

The course consists of eight assignments and is evaluated at 24 points credit for Naval Reservists.

Application for enrollment should be made on Form NavPers 992 and forwarded via official channels to the Correspondence Training Division, U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md.



"Hey Ed, did you find the tow bar?"

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

Gold star in lieu of second award:

- ★ BOLSTER, Calvin M., RADM, USN, Chief of Naval Research from 1 Aug 1951 to 30 Dec 1953.
- ★ HOGLE, Reynold D., CAPT, USN, Naval Aide to the Secretary of the Navy from 18 Aug 1952 to 30 Apr 1954.



DISTINGUISHED FLYING CROSS

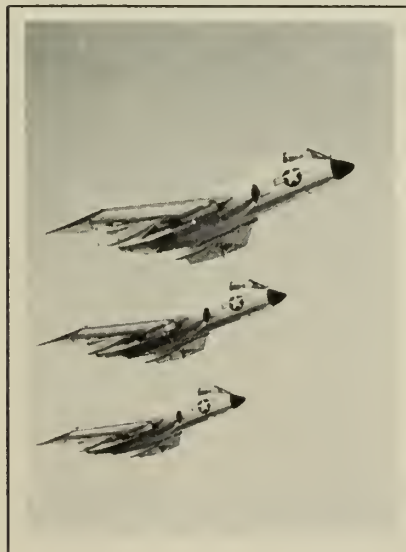
"For heroism or extraordinary achievement in aerial flight..."

- ★ GARVEY, Hugh M., LCDR, USN, serving in Composite Squadron 61 on 30 Oct 1952.
- ★ NEILSON, Thomas L., LT, USN, serving in Composite Squadron 61 on 23 Jul 1952.
- ★ PAPPAS, Louis R., ALC, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
- ★ SMITH, Billie E., LT, USN, serving in Helicopter Squadron One, Detachment One, Unit 13, and serving under the operational control of Commander Wonsan Defense and Blockade Unit on 1 Apr 1953.
- ★ SMITH, Lester R., LTJG, USN, serving in Fighter Squadron 52 on 12 Jul 1953.
- ★ SPEER, Paul H., ENS, USN, serving in Fighter Squadron 172 on 2 Jan 1952.
- ★ STANEK, Robert, LCDR, USN, serving in Fighter Squadron 152 on 3 May 1953.
- ★ STARNES, Charles E., LT, USN, serving in Fighter Squadron 92, Carrier Air Group Five on 1 Apr 1953.
- ★ STULTZ, Jack T., LT, USNR, serving in Helicopter Squadron One, Unit 11 on 29 Jan 1952.
- ★ SULLIVAN, Patrick E., LT, USNR, serving in Composite Squadron 35 on 31 Mar 1953.
- ★ THUESON, Theodore S., LCDR, USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 25 Jan 1951.
- ★ VAN BIESBROECK, Edwin, LT, USNR, serving in Fighter Squadron 52 on 24 Jul 1953.

- ★ WALLACE, Henry K., ENS, USNR, (posthumously), serving in Fighter Squadron 22 on 20 Jul 1953.
- ★ WALSTROM, Clifford C., LT, USN, attached to Composite Squadron 35 and serving with Carrier Air Group Five on 2 Jul 1953.
- ★ WARNER, Marvin H., LTJG, USN, serving in Fighter Squadron 111 on 6 Jan 1952.
- ★ WARREN, Burtis "W.", LT, USN, serving in Composite Squadron 34 on 1 Apr 1953.
- ★ WEINBECK, Eugene J., LT, USN, serving in Composite Squadron 35, Fighter Squadron 54 on 9 Apr 1953.
- ★ WEST, Arch T., ADC, USN, serving in Helicopter Squadron One, Unit 10, on 20 Oct 1950.
- ★ WILBER, Walter E., LTJG, USNR, serving in Fighter Squadron 194 on 20 May 1953.
- ★ WISEMAN, Richard F., LTJG, USN, serving in Fighter Squadron 194 on 2 Jun 1953.
- ★ WITTERS, Gary M., ENS, USNR, serving in Fighter Squadron 194 on 17 May 1953.
- ★ YEAGLE, Carl H., LT, USN, serving in Composite Squadron 61 on 22 Sep 1952.

Gold star in lieu of second award:

- ★ GROSSER, John F., LT, USN, attached to Composite Squadron 61 and serving on additional duty with Fighter Squadron 121 on 25 Apr 1953.
- ★ JOHNSON, Ace, LCDR, USN, CO of Fighter Squadron 91, serving with Carrier Air Group Nine, on 19 Jun 1953.
- ★ JOHNSON, Charles E., LT, USN, serving in Fighter Squadron 94 on 5 Jun 1953.



ing in Fighter Squadron 94 on 5 Jun 1953.

- ★ MUNCIE, Wendell B., LT, USN, serving in Fighter Squadron 54 on 4 Sep 1951.
- ★ NEILSON, Thomas L., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.
- ★ OBEY, Roland J., LCDR, USN, serving in Attack Squadron 95 on 17 Jul 1953.
- ★ OSEN, Arlo M., LT, USNR, serving in Fighter Squadron 721 on 27 Dec 1952.
- ★ POWELL, Rolan D., LT, USNR, serving in Composite Squadron 61 on 30 Oct 1952.
- ★ REYNOLDS, John M., Jr., LTJG, USNR, serving in Composite Squadron 35 on 27 Mar 1953.
- ★ ROBERTS, Carlton B., LCDR, USN, serving in Fighter Squadron 151 on 10 Jun 1953.
- ★ SUERSTEDT, Henry Jr., LCDR, USN, attached to Fighter Squadron 54 on 8 Apr 1953.
- ★ VERDIN, James B., LCDR, USN, as pilot of an XF4D-1 *Skyray* on 3 Oct 1953.
- ★ WARREN, Burtis W., LT, USN, attached to Composite Squadron 35 and serving with Carrier Air Group Five on 7 Apr 1953.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

- ★ ANDERSON, Donald M., LT, USNR, serving in USS *Barton* (DD 722) from 18 Jun to 19 Oct 1952. Combat "V" authorized.
- ★ BAUER, Louis H., CDR, USN, serving in USS *Bon Homme Richard* (CVA 31) from 18 Jun to 24 Dec 1952. Combat "V" authorized.
- ★ CURTIS, Archibald W., LCDR, USN, CO of Fighter Squadron 72 from 23 Jun to 18 Dec 1952. Combat "V" authorized.
- ★ FITZ, Harold L., HM3, USNR, (posthumously), serving with a Marine Infantry Company on 24 Feb 1951. Combat "V" authorized.
- ★ FONVIELLE, Charles D., Jr., CDR, USN, CO of Fighter Squadron 74 from 23 Jun to 18 Dec 1952. Combat "V" authorized.
- ★ FORSTER, Donald L., HN, USN, serving with a Marine Infantry Company on 24 Feb 1951.

★ DECORATIONS

10 May 1952. Combat "V" authorized.

★ HILL, John S., CDR, USN, CO of Fighter Squadron 71 from 23 Jun to 18 Dec 1952. Combat "V" authorized.

★ JACOBSEN, H. T., LT, USNR, CO of USS *Symbol* (AM 123) from 1 Feb to 8 Aug 1952. Combat "V" authorized.

★ JOHNSON, Charles D., HN, USN, serving with a Marine Infantry Battalion on 7 Jul 1952. Combat "V" authorized.

★ MARECKI, Vincent J., LTJG, MC, USNR, attached to the First Marine Division from 20 Apr to 1 Nov 1952. Combat "V" authorized.

★ MAYER, William E., LT, MC, USN, attached to a Marine Medical Battalion from 21 Dec 1951 to 22 Aug 1952. Combat "V" authorized.

★ MCCUBBIN, Gerald E., HN, USN, attached to a Marine Infantry Company on 7 Aug 1952. Combat "V" authorized.

★ McDONALD, Guy E., HM2, USN, attached to a Marine Infantry Company on 13 Jul 1952. Combat "V" authorized.

★ McDOWELL, Noah L., LT, ChC, USNR, attached to a Marine Artillery Regiment on 13 Sep 1952. Combat "V" authorized.

★ MCGIVERN, Charles F., CDR, USN, CO of USS *Jenkins* (DDE 447) from 12 Jun to 24 Nov 1952. Combat "V" authorized.

★ McIVER, Dewitt C., Jr., CAPT, USN, CO of USS *Rainier* (AE 5) and Commander Task Element 92.11 from 21 Nov 1951 to 28 Jul 1952.

★ McLAUGHLIN, Thomas B., HM3, USN, attached to a Marine Infantry Company on 19 Oct 1952. Combat "V" authorized.

★ McNEAL, Dale W., HN, USN, attached to a Marine Infantry Company from 7 Sep to 5 Nov 1952. Combat "V" authorized.

★ McPHAIL, Philip E., HN, USN, attached to a Marine Infantry Company on 16, 17 and 18 May 1952. Combat "V" authorized.

★ McWILLIAMS, Bernard, HN, USN, attached to a Marine Infantry Company from 7 Sep to 5 Nov 1952. Combat "V" authorized.

★ MENDONSA, August G., LT, ChC, USNR, attached to a Marine Infantry Regiment from 2 Apr to 25 Dec 1952. Combat "V" authorized.

★ MILLER, Charles D., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 14 Sep to 3 Oct 1951. Combat "V" authorized.

★ MONTGOMERY, William W., LTJG, MC, USNR, serving with a Marine Artillery Regiment on 13 Sep 1952. Combat "V" authorized.

★ MOSCARITOLO, Francis R., SN, USN, attached to USS *Douglas H. Fox* (DD 779) from 26 Feb to 24 Jun 1952. Combat "V" authorized.

★ MURTO, Robert E., LT, MC, USNR, serving with a Marine Infantry Regi-

ment from 16 Mar to 15 Oct 1952. Combat "V" authorized.

★ NICHOLS, Lavern E., ENS, MSC, USN, serving with the First Marine Aircraft Wing from 21 Feb to 2 Dec 1952. Combat "V" authorized.

★ NORGAARD, Rollo N., CAPT, USN, serving on the staff of Commander Seventh Fleet from 25 Feb to 19 Jul 1952. Combat "V" authorized.

★ PATRIARCA, Frank A., CDR, USN, serving in USS *Essex* (CVA 9) from 31 Jul to 28 Nov 1952. Combat "V" authorized.

★ PAWER, Jacob L., Jr., LTJG, USN, (posthumously), on the staff of Commander Carrier Division Three, who had assumed the operational title of Commander Task Force 77, from 19 Jun to 12 Jul 1953. Combat "V" authorized.

★ PEARCE, James G., HN, USN, attached to a Marine Infantry Company on 25 May 1952. Combat "V" authorized.

★ PEREZ, Leopoldo, Jr., HN, USN, serving with a Marine Weapons Company on 24 Apr 1951. Combat "V" authorized.

★ POPE, David A., HN, USN, attached to a Marine Infantry Company on 9 Aug 1952. Combat "V" authorized.

★ PRICKETT, Albert D., LCDR, ChC, USN, serving with a Marine Infantry Regiment from 20 Sep 1952 to 16 Mar 1953. Combat "V" authorized.

★ RATHMANN, Fridrich A., QM3, USN, attached to USS *Douglas H. Fox* (DD 779) from 26 Feb to 24 Jun 1952. Combat "V" authorized.

★ RIEL, Harold E., HM3, USN, serving with a Marine Infantry Company on 19 Mar 1953. Combat "V" authorized.

★ ROACH, Francis L., LT, MC, USNR, attached to a Marine Medical Company from 31 Jul 1952 to 4 May 1953. Combat "V" authorized.

★ ROBBINS, Peter G., LT, MC, USNR, attached to a Marine Infantry Battalion from 4 Apr 1952 to 14 Feb 1953. Combat "V" authorized.

★ ROBINSON, Dean F., HM3, USN, attached to a Marine Infantry Company on 5 Sep 1952. Combat "V" authorized.

★ ROPER, Charles A., HN, USN, attached to a Marine Infantry Company on 17 Aug 1952. Combat "V" authorized.

★ ROUBEUSH, Dwight W., LT, USNR, serving with a Naval Construction Battalion Detachment from 13 Oct 1951 to 12 Jun 1952. Combat "V" authorized.

★ RUBINOW, Sydney G., Jr., CDR, USN, CO of USS *Stembel* (DD 644) from 19 Jul to 29 Oct 1952. Combat "V" authorized.

★ SAMMIS, Jon K., HM3, USN, attached to a Marine Infantry Company on 22 Aug 1952. Combat "V" authorized.

★ SCHAPIRO, Robert HN, USN, attached to a Marine Infantry Company on 13 Aug 1952. Combat "V" authorized.

★ SCHUYLER, Robert M., LTJG, MC,

USNR, serving in a Marine Medical Battalion from 14 Apr 1952 to 15 Jan 1953. Combat "V" authorized.

★ SEARCY, Henry D., HN, USN, attached to a Marine Infantry Company on 27-28 Oct 1952. Combat "V" authorized.

★ SHEPHERD, Chester C., Jr., SN, USN, attached to USS *Douglas H. Fox* (DD 779) from 26 Feb to 24 Jun 1952. Combat "V" authorized.

★ SKILES, Dan, HN, USN, attached to a Marine Infantry Company on 30-31 Aug 1952. Combat "V" authorized.

★ SMITH, John E., HN, USN, serving with a Marine Infantry Company on 25 Oct 1952. Combat "V" authorized.

★ SOBEL, Samuel, LT, ChC, USN, attached to a Marine Division from 10 July 1952 to 12 Apr 1953. Combat "V" authorized.

★ STEIN, Arthur H., Jr., LTJG, MC, USNR, serving as medical adviser to a ROK Marine Corps Regiment from 9 May to 6 Sep 1952. Combat "V" authorized.

★ STRONG, Zenos W., HM1, USN, serving with a Marine Infantry Company from 21 Sep to 5 Nov 1952. Combat "V" authorized.

★ THORN, Lawrence J., HN, USN, serving with a Marine Infantry Company on 27 Oct 1952. Combat "V" authorized.

★ WARD, Joseph M., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 6 Feb to 13 Aug 1952. Combat "V" authorized.

★ WARFIELD, Larry R., HN, USN, serving with a Marine Infantry Company from 28 May to 3 Jul 1952. Combat "V" authorized.

★ WATKINS, Thomas R., HN, USN, serving with a Marine Infantry Company from 14 Sep to 8 Dec 1952. Combat "V" authorized.

★ YARBRO, Harold R., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 11 Jul 1952 to 22 Jan 1953. Combat "V" authorized.

★ YEAKLE, George A., HM3, USN, serving with a Marine Engineer Company on 18 Dec 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ BOWEN, Harold G., Jr., CAPT, USN, Commander Destroyer Division 92 from 23 Jan to 10 Jun 1952, and Commander East Coast Blockade and Patrol Group, Korea, and Commander of the Wonsan Element of the East Coast Blockade and Patrol Group Korea, from 16 Apr to 17 May 1952.

★ CAREY, William J., Jr., CDR, USN, CO of USS *Conway* (DDE 507) from 15 Jun to 1 Nov 1951. Combat "V" authorized.

★ CARRISON, Daniel J., CDR, USN, CO of USS *O'Bannon* (DDE 450) from 4 Dec 1951 to 2 Apr 1952. Combat "V" authorized.

★ CLARK, Robert W., CDR, USN, CO of USS *Rogers* (DDR 876) from 13

Jun to 2 Dec 1952. Combat "V" authorized.

★ DRAGICEVICH, Joseph, HN, USN, serving with a Marine Infantry Company on 25 Feb 1953. Combat "V" authorized.

★ DURHAM, Harold D., LCDR, USN, CO of *uss Ptarmigan* (AM 376) from 25 Jun 1951 to 15 May 1952. Combat "V" authorized.

★ HARRUM, Roger W., HM3, USN, attached to a Marine Infantry Company on 7 Aug 1952. Combat "V" authorized.

★ HAYES, George A., CDR, USN, CO of *uss Fletcher* (DDE 445) from 29 Dec 1951 to 17 Feb 1952. Combat "V" authorized.

★ HILDRETH, James B., CDR, USN, CO of *uss Hopewell* (DD 681) from 10 Sep 1952 to 2 Mar 1953. Combat "V" authorized.

★ KELLEY, John D., GM1, USN, attached to Underwater Demolition Team Three from 30 Jun to 8 Jul 1951. Combat "V" authorized.

★ KINNEY, Sheldon H., CDR, USN, CO of *uss Taylor* (DDE 468) on 18 Sep 1952. Combat "V" authorized.

★ KLEE, William M., CDR, USN, CO of *uss Wedderburn* (DD 684) from 10 Sep 1952 to 2 Mar 1953. Combat "V" authorized.

★ LARKIN, Richard A., CAPT, USN, Chief of Staff to Commander Cruiser Division Five from 9 Sep to 29 Nov 1951. Combat "V" authorized.

★ LAVRAKAS, Lefteris, LCDR, USN, CO of *uss Horace A. Bass* (APD 124) from 22 Oct 1951 to 3 Jul 1952. Combat "V" authorized.

★ MCGIVERN, Charles F., CDR, USN, CO of *uss Jenkins* (DDE 447) from 12 Jun to 24 Nov 1952. Combat "V" authorized.

★ McIVER, Dewitt C., Jr., CAPT, USN, CO of *uss Rainier* (AE 5) and Commander Task Element 92.11 from 21 Nov 1951 to 28 Jul 1952.

★ PALMER, William O., HM3, USN, serving with a Marine Infantry Company from 21 to 26 Jul 1952. Combat "V" authorized.

★ PENNOYER, Frederick W., LCDR, USN, CO of *uss McGinty* (DE 365) from 14 Nov 1951 to 12 May 1952. Combat "V" authorized.

★ ROBERTS, Leigh M., LTJG, MC, USNR, serving with a Marine Infantry Battalion on 3 Jun 1951. Combat "V" authorized.

★ SHEPPARD, Walter P., Jr., LT, USN, CO of Minesweeping Boats of Mine Squadron Three from 20 Dec 1950 to 22 Aug 1951. Combat "V" authorized.

★ SMITH, Charles W., Jr., CDR, USN, serving in *uss Bon Homme Richard* (CVA 31) from 18 Jun to 24 Dec 1952. Combat "V" authorized.

★ STEPHAN, Charles R., CDR, USN, serving in *uss Iowa* (BB 61) from 31 Mar to 24 Sep 1952. Combat "V" authorized.

★ VEJTASA, Stanley W., CDR, USN, serving in *uss Essex* (CVA 9) from 31 Jul 1952 to 10 Jun 1953. Combat "V" authorized.

★ WHITBY, Frank R., Jr., CDR, USN, CO of *uss Richard B. Anderson* (DD 786) from 13 Jun to 2 Dec 1952. Combat "V" authorized.

★ ZIMANSKI, Frank A., CDR, USN, CO of *uss Walke* (DD 723) from 29 Jul to 15 Nov 1952. Combat "V" authorized.

Gold star in lieu of third award:

★ CLAY, Donald N., CDR, USN, for meritorious achievement in Korea from 1 Dec 1952 to 16 Mar 1953. Combat "V" authorized.

★ COHEN, David B., CDR, USN, on the staff of Commander Naval Forces, Far East, from June 1950 to June 1952.

★ RAMAGE, Donald B., CDR, USN, for meritorious service in Korea from 19 Mar to 27 Jul 1953. Combat "V" authorized.

HOW DID IT START

Change of Command Ceremony

The line officer of today's Navy looks forward to the time when—with added years and varied experience in the sea service—he will be ordered to command a ship. The order will stem from the Chief of Naval Personnel in about these words:

"Proceed to the port in which USS Advance may be and upon arrival, report to your immediate superior in command, if present, otherwise by message, for duty as commanding officer of USS Advance."

At this point the new CO will be participating, for the first time actively, in the "change of command" ceremony. What is the tradition of the change of command?

Very little has been written on the subject. The basic source, outside of custom and tradition, is Navy Regs. Going as far back as 1865 and the Navy Regs of the Civil War era, the rules show that there has been little change in the procedures of the change of command.

The latest edition of Navy Regs states, in Article 0739, that a "commanding officer about to be relieved of his command shall . . . inspect the command in company with his successor before the transfer is effected . . . [and] cause the crew to be exercised in his presence and in the presence of his relief at general quarters and general drills, unless conditions render it impracticable or inadvisable." Among other things, the outgoing occupant turns over all keys to the incoming CO.

Relating specifically to the change of command ceremony is the regulation that at the time of turning over command the outgoing CO shall "call all hands to muster. The officer about to be relieved shall read his orders of detachment and turn over the command to his successor, who shall read his orders and assume command."

Today, a new commanding officer after reporting to the Senior Officer Present Afloat, and to his type, division or task force commander or other prospective senior in the chain of command, reports in turn aboard his new ship to the CO.

The change of command ceremony itself is under way when all hands are called to Quarters at the appointed hour. On a destroyer, the crew usually musters on



either the forecandle or fantail. Sufficient room is left for the ceremony. The uniform is service dress, blue or white.

When the executive officer reports the crew at Quarters, the retiring CO and his relief proceed to the ceremonial area together. If the retiring officer wishes to say a few words to the crew that he is leaving, this is the proper time. After a brief speech, he faces forward and publishes his orders of detachment to the officers and crew. He then steps back. The new commanding officer steps forward and publishes his orders to command, after which it is appropriate to face about, salute the retiring officer and say, "I relieve you, sir."

The retiring officer then leaves ship's company with its new skipper, who may or may not give a brief talk to the men of his new command. He will include a statement that standing orders will remain in effect. The new skipper then turns to the Exec and orders him to continue with ship's routine.

The ceremony is over and he is now CO of USS Advance.

Navy Regs also specifies that the officer relieved, though without authority after turning over the command, is, until his final departure, entitled to all ceremonies and distinctions accorded him while in command.

An important tradition, the change of command ceremony is firmly established in today's Navy.

BOOKS:

MORE GOOD, NEW VOLUMES ON WAY TO NAVY LIBRARIES

VOLUMES OF HISTORICAL and biographical fiction, diving adventures and "how-to-do-its" in the field of color and underwater photography are among the many new books selected for Navy libraries by the BuPers library staff. Here are reviews of some of the latest:

• *To Hidden Depths*, by Captain Philippe Tailliez, French Navy; E. P. Dutton and Company.

Undoubtedly the growing interest in diving, spearfishing and exploration of undersea "flora and fauna" is responsible for the many books approaching the field from various viewpoints. This volume, by one of the collaborators of J. Y. Cousteau, author of *The Silent World* (see ALL HANDS, March 1953, p. 58), tells of the author's pioneering in the field of "skin diving," his work with the Undersea Study and Research Group, which he helped found.

At the end of World War II, Tailliez and his compatriots, Cousteau and Dumas, expanded their activities in undersea research. Their adventures took them from the

waters of Brittany to such faraway points as Indochina, Siam and other Far Eastern regions.

This is an engrossing account, told in a highly readable fashion by one of the most famous divers of our time.

★ ★ ★

• *Underwater Photography*, by Hilbert Schenck, Jr., and Henry Kendall; Cornell Maritime Press.

The authors of *Shallow Water Diving and Spearfishing* (see ALL HANDS, June 1954, p. 58) have come up with a guide to underwater photography.

It is a practical handbook, containing details on the techniques of box construction, waterproofing, cameras and the like. There is a comprehensive survey of underwater exposure, both with natural and artificial light. And, of course, there is a chapter on the actual taking of underwater pictures, covering the problems and their solutions, revealing many of the tricks of the trade.

This book should prove exceptionally helpful to the growing list of Navymen now trying their hand at underwater photography.

★ ★ ★

• *Successful Color Photography*, by Andreas Feininger; Prentice-Hall, Inc.

Here is a good, solid, down-to-earth "how to do it" on color photography, written by a world famous photographer with more than a score of years in the field.

Starting with a description of the "new medium," the volume surveys the subject for the beginner, delves into the nature of color, color perception, color film. It tells how to take color photographs and how to process color film. It discusses transparencies and prints. And there is an interesting chapter on mistakes—and how to profit from them.

Many amateur photographers—and not a few professionals—are turning to color photography. Beginner and pro alike will find this book valuable.

★ ★ ★

• *Banners Against the Wind*, by John Jennings; Little, Brown and Company.

When Sam Howe was graduated

from medical school, his father wanted him to begin practice in Boston, marry a wealthy young socialite and, in general, lead the good life as was fitting for a man of his social position.

But Samuel Gridley Howe had other plans. Greece was fighting for her independence from the Turks and Sam wanted to join forces with the Greeks, putting his medical training at their disposal.

Once in Greece, Sam undertook his first big assignment—to organize Greek army medicine in the field. Medical science was far behind the times in Greece and men had to be trained for the task of caring for casualties.

There were professional jealousies among the medical men, political and military rivalries among the leaders, to plague Howe's work. Howe was equal to the task, proving himself an able administrator as well as a fine surgeon.

Returning to the United States, Howe pioneered in the field of educating the handicapped—starting with blind children and eventually including deaf-mutes. At 41, he married Julia Ward—who later wrote the famed "Battle Hymn of the Republic."

This is a well-written book—calculated to hold your interest—by the teller of such tales as *The Strange Brigade* and *Rogue's Yarn*.

★ ★ ★

• *Captain Lightfoot*, by W. R. Burnett; Alfred A. Knopf.

This historical novel—by the author of such books as *Little Caesar* and *High Sierra*—is set in the British Isles during the early years of the 19th century.

Michael Martin, reckless young Irishman and member of the secret society, "Five Minus One," gets into difficulties with the local authorities and has to flee to Dublin. En route, he falls under the care of John Doherty, a notorious highwayman and operator of a gambling house.

It doesn't take long for the back country boy to acquire a certain amount of polish and savoir faire. He soon becomes Doherty's right-hand man.

There follows a series of adventures ranging from brushes with nobility to a duel "with pistols at 10 paces," to imprisonment at the hands of the British.

There is plenty of excitement for those who like historical fiction.

SONGS OF THE SEA



The Glorious Sea

The sea, the glorious sea

How pleasant it is on the sea

When 'round us the billows are heaving,

And boldly our vessel is cleaving

Her pathway thro' open sea.

The bright, the glorious sea.

—Old Naval Song

AWAY BOARDERS!



ALL HANDS BOOK SUPPLEMENT

World-War II U-boat Capture

How a small group of resourceful modern-day sailors boarded the German U-505, the first enemy vessel to be successfully boarded and captured on the high seas by the U. S. Navy since 1815.

Ten years ago, in the sparkling Atlantic 150 miles off North Africa, was enacted the drama shown on these pages. In a feat that harked back to the days of sail and cutlass, an imaginative and plucky bunch of hard-fighting Navymen succeeded in outwitting a German submarine crew, capturing not only a relatively undamaged U-boat but its priceless secret code books as well, then towing the salvaged submersible toward port.

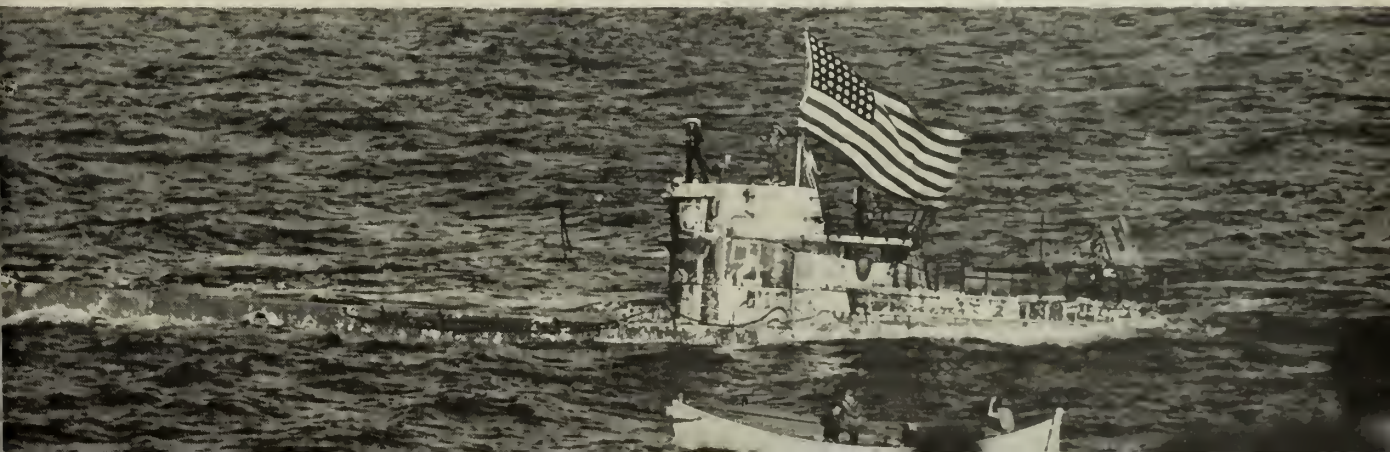
Faced with the danger of exploding demolition and scuttling charges, running the risk of being trapped in a sinking boat, a handful of brave men led by a single-minded lieutenant (jg) charged past the fleeing German sailors and dived belowdecks (see photo above) to prevent the scuttled ship from sinking, and preserve one of the biggest intelligence victories of the war.

This daring feat was commemorated only last month

when a new exhibit, starring the U-505 itself, was opened at the Chicago Museum of Science and Industry. The submarine had been towed at the expense of a Chicago citizens' committee from its former resting place at Portsmouth, N. H., through the Great Lakes to its new site.

How the intrepid U. S. Navymen originally foiled the Nazi scuttling attempt, saved the near-sinking submarine (below) and took their prize in tow, is here vividly told by the task force commander, Rear Admiral (then Captain) Daniel V. Gallery, USN, in an account from the pages of his book, "Clear The Decks!"

From "Clear the Decks!" by Rear Admiral Daniel V. Gallery, USN, published by William Morrow and Co., New York, 1951. Copyright 1945, 1949, by the Curtis Publishing Company. Copyright 1951 by Daniel V. Gallery. Reprinted with permission of the copyright owners.





USS CHATELAIN (DE 146) watches boarding operations after her depth charges forced the sub to the surface.

AFTER three weeks of unsuccessful [submarine] hunting, shortage of fuel necessitated starting for Casablanca. One [German] submarine was suspected to be near our route to Casablanca, so we determined to hunt that one as long as fuel permitted.

Meanwhile my communicators decoded another one of those top secret messages from a task group several hundred miles from us, announcing that our sister ship the *Block Island* (CVE 106) engaged on the same sort of duty, had just been torpedoed and sunk. Next morning I assembled the whole crew on the flight deck, made the announcement, and then asked, "Does this news scare us?" I allowed fifteen seconds for the lads to think it over, and then went on to say, "I can see the answer in your faces, and the answer is, 'Hell, no!'" To tell the truth, the actual answer was "You're damned right it does," and that went for me too!

For the next few days and nights we combed the ocean with our planes chasing will-o'-the-wisps. We had briefly glimpsed visual sightings which were either periscopes or porpoises. We had disappearing ghosts on our radar scopes, we had noisy sonobuoys, and our radio direction finders picked up suspicious transmissions. We were sure that there were submarines near us but we couldn't flush them.

On the morning of Sunday, June 4 [interestingly, only two days before the big invasion at Normandy, 1944] we were a hundred miles off Cape Blanco, French West Africa, when the orderly brought me in a copy of the Plan of the Day. One section of the plan which the orderly handed me that morning was headed, "Crew for Captured Submarine."

We had been canvassing our crew ever since leaving Norfolk to find people who knew something about storage batteries, Diesels, or anything else that might be useful to the prize crew of a submarine. Everybody wanted to be in this crew, and now the long list of claimants for places had finally been narrowed down to the twenty who were deemed to be best qualified—or, perhaps, least unqualified would be more accurate. I scanned this item on the Plan of the Day somewhat wryly and thought: "Maybe we'll have better luck on the return voyage."

We had stretched our fuel supply to its absolute limit by this time, in fact a little beyond, I think—but subsequent events spared me the acute embarrassments of having this become public knowledge. So we reluctantly abandoned the hunt and headed for Casablanca. I had just come up on the bridge after attending Mass when the radio loudspeaker announced: "uss *Chatelain* to Task Group Commander. I have a possible sound contact."

That was nothing startling. "Possible sound contacts" are made every day. However, our doctrine was to treat them all with respect. The *Guadalcanal* (CVE 60) swung away from the contact and put on full speed, while the two nearest destroyers broke off to assist the *Chatelain* (DE 146). A carrier right smack at the scene of a sound contact is like an old lady in a barroom brawl. She has no business there, and can do nothing but get in the way of those who are going to need elbowroom for the work at hand.

So far, this was no different from any other doubtful sound contacts. But, now, LCDR Dudley S. Knox, Jr., skipper of the *Chatelain*, reported, "Contact evaluated as sub. Am starting attack." He immediately dropped his depth charges.

Our two *Wildcat* fighters which had streaked over to the *Chatelain's* position, were just starting to circle overhead like hawks ready to pounce on their prey. As the *Chatelain's* depth charges hit the water, both fighter pilots sighted the long dark shape of the submarine running fully submerged.

Ensign J. W. Cadle, flying one of the *Wildcats*, sang out on the radio, "Sighted sub." Lieutenant W. W. Roberts, in the other fighter, confirmed.

At this point the sub first spotted us and reversed course, jamming her diving planes to the down position to shake off the *Chatelain* and go deep. But the airplanes promptly reported this to the *Chatelain*, advising her to reverse course too, and fired their machine guns into the water to indicate the spot where the sub was disappearing. The *Chatelain* swung around, following the directions from the air and the indications of her sound gear, and delivered her Sunday punch of depth charges. This is one of the few cases in which an aircraft actually directed the attack of a surface vessel on a submarine.

By this time all eyes were on the *Chatelain*. Cheers went up as the depth charges exploded. As the first depth-charge plumes were subsiding, Ensign Cadle clamped down the transmitter button in his plane and jubilantly shouted, "You've struck oil! Sub is surfacing!" At 11:22½, just twelve and half minutes after the *Chatelain's* original report, all doubt was dispelled.

As she broke surface with depth-charge plumes still rising all around her, the *Chatelain*, *Pillsbury* (DE 133) and *Jenks* (DE 665) opened fire with their small-caliber antiaircraft guns, and the two fighter planes cracked down on her, strafing her decks with their .50 caliber fixed machine guns. The *Guadalcanal*, *Pope* (DE 134) and *Flaherty* (DE 135) had itchy trigger fingers too, but held their fire because the other destroyers were in the way.

Hundreds of men lined the decks of our carrier and crowded to topside positions on the destroyers for ring-side seats. The three destroyers firing on the U-boat formed a rough crescent around her and hammered streams of shrapnel shells into the U-boat's conning tower. From above, the *Wildcats* swooped down, their .50 caliber machine guns blazing and sending torrents of hot steel ripping across the sub's deck and ricocheting through her superstructure. All this gunfire was potentially lethal to personnel but was harmless so far as the pressure hull of the U-boat was concerned.

We found out later from the Nazis that their first warning of danger came when the *Chatelain's* depth-charge pattern shattered the peaceful noonday atmosphere

by exploding all around them just as they sat down for Sunday dinner. The explosions smashed the lights, rolled the U-boat on her beam's end and dumped everybody into the bilges under a heap of mess tables, crockery and food. The panic-stricken Nazis scrambled out of the bilges and rushed for the conning tower escape hatch, yelling that the after torpedo room was blown wide open and that the boat was sinking.

The stunned skipper took their word for this, blew his tanks, surfaced, and gave the order to scuttle and abandon ship.

As the sub surfaced, it flashed through my mind, "Here is exactly the situation we were hoping for—this is where we came in on the U-515!" [A few weeks before the task force had brought another U-boat to the surface with depth charges, but sent her to the bottom with shellfire—Ed.] So I grabbed the mike on the bridge and broadcast, "I want to capture this b- - if possible."

Our crazy plan worked to perfection and the Nazis performed as predicted. [Ever since the U-515 incident, task force personnel had been carefully rehearsing the newly written boarding bill, a bill based on the premise that the crew of a boarded enemy submarine would be too intent upon saving their own lives to put up any effective resistance to the boarding.—Ed.] We plastered the U-boat with small stuff and the Germans went overboard so fast they didn't even stop the engines, but left the sub circling at eight knots! The ancient call, "Away all boarding parties!" boomed out for the first time over modern loudspeakers.

Whaleboats plopped into the water and streaked for the sub. LT David [Albert LeRoy David, LTJG, USN] from the *Pillsbury* leaped aboard the U-boat just after the last Nazi took his departure. As his whaleboat plunged alongside the circling sub and made fast for this historic Nantucket sleigh ride, I broadcast for the benefit of the task group: "Heigh ho, *Pillsbury*, ride 'em cowboy!" Not a very salty exhortation, but readily intelligible to all concerned.

There was no one on the sub's deck now except one dead German—miraculously, the only man on either side killed during the entire engagement. However, there was every reason to believe that there were still Nazis below, opening sea cocks and getting ready to blow up the vessel. The very fact that the sub was running at good speed, surfaced, seemed to indicate that she was not totally abandoned. But this didn't give David pause. Without hesitating, he and A. W. Knispel, TM3, and S. E. Wdowiak, RM2, plunged down the conning tower hatch, ready to fight it out with any Germans below.

David and his party of eight laid their lives on the line when they boarded that U-boat. They had every reason to believe that they would be greeted by a blast of machine-gun bullets when they started down the hatch. They also knew that all German fitted subs were fitted with fourteen time-fused demolition charges, but they didn't know what time it was by the German's clocks. This made no difference to David and his boys.

David got the Medal of Honor for this job. Only one other was awarded in the Battle of the Atlantic. His two principal helpers, Knispel and Wdowiak were given Navy Crosses.

The boarders found that the Nazis had done a hurried job of scuttling, and the sub was rapidly filling with water. As soon as our boys pulled the switches on the

sub's main motors, she went down so far by the stern that they had to start the motors up again to keep headway and hold the stern up.

They also found that the sub wasn't as badly damaged as the Germans thought she was. As we found later, the damage was confined to her external ballast tanks, and the boat's pressure hull was intact.

The rest of the boarding party now were busy closing the valves which the Nazis had opened. In the main control room they found a stream of water six inches in diameter pouring into the hull, through a large strain-er in a sea connection which had the cover knocked off, to make certain that the boat went down, even if all the other scuttling measures taken should fail. This stream of water would have sunk her in a few more minutes, but the boarders found the missing cover, slapped it back in place and stopped the water.

Boarding parties from the *Gudalcanal* were now swarming aboard. One party literally arrived with a bang when its boat was picked up by the sea and deposited bodily on the deck of the submarine. This crash caused some concern to the stouthearted lads from the *Pillsbury*, who were busy down below and didn't know what was going on above. Only a few minutes earlier the sub had received a bad bump from the *Pillsbury* when she finally got alongside. This bump drove the submarine's port bow diving planes clear through the paper thin plates of the destroyer, and when the *Pillsbury* sheered out again, she wrenched off the diving planes. The *Pillsbury* was then obliged to haul clear with water pouring into her forward engine room and her sound room, both of which were soon flooded to the waterline.

As the *Pillsbury* limped clear of area she signaled us that the submarine had to be towed to remain afloat. So the *Gudalcanal* signaled back, "Have submarine stop engines and we will take her in tow."

The crew of the *Gudalcanal* had been kept informed of each new development in the battle by the ship's public address system. Right after the electrifying announcement that we were taking the sub in tow ourselves a conscientious boatswain's mate on the bridge, carrying out the check-off list for routine daily announcements, boomed over the loudspeakers, "Now the name of the movie for tonight will be . . ." The raucous laughter that broke the tension drowned out the rest of the announcement.

HIGH SEAS force the boarding party to hang onto the guy wires as they fasten the towline to the bull-nose.



When the sub stopped, she again settled with her stern down, coming to rest with about twenty feet of her bow and three feet of the conning tower remaining above water. We pulled alongside and put our stern close aboard the submarine's bow. The U-boat's ugly snout, with its four loaded torpedo tubes, was almost touching the side of our ship.

We lost no time passing a one-and-a-quarter-inch tow wire to our lads on the forecastle. Soon we were underway again with our prize in tow. As we gained headway the sub's stern came up again, reviving our hopes, which had been sinking as the sub settled lower in the water.

The boarding parties worked fast and furiously, disconnecting electric leads from demolition charges, looking for booby traps and passing up on deck all secret papers and documents, so that we would have something to show for it in case we still lost the U-boat.

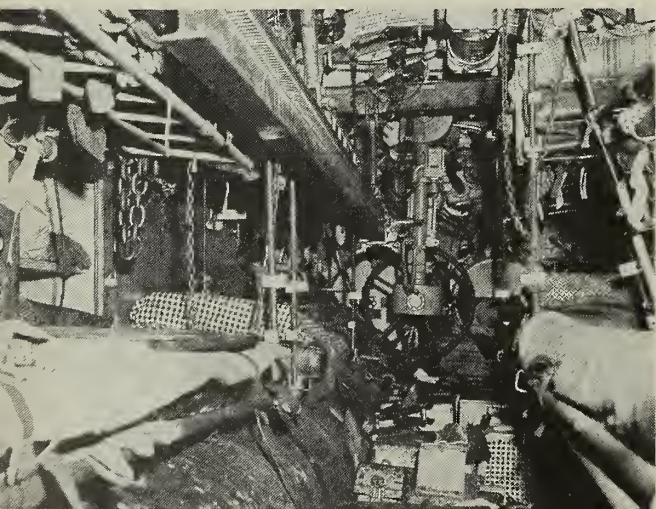
The papers and documents removed at this time were of inestimable value. The crew had abandoned the sub so hastily, and were so sure she was going down, that they hadn't bothered to destroy anything. We thus got possession of every chart, publication, general order and code book that an operating submarine carries. From the point of view of Naval Intelligence it was the greatest windfall of the war.

One group of men, now in the task group, watched the proceedings with different emotion from ours. The *Chatelain* had picked up about forty survivors from the sub, and had herded them on her forecastle, where seamen armed with tommy guns kept them covered. They looked on grimly and silently from a distance of five hundred yards while we took their ship in tow.

Just before the *Pillsbury's* boarding party got aboard the sub, three cheers had gone up from the Nazis, who were then in the water. We found out later the Captain of the U-boat had ordered his men to give "three cheers for our sinking boat." He was convinced that [it] clearly was on its way to the bottom.

Though our maverick was now securely roped, she was not yet broken to the halter. She still wanted to circle on the right instead of towing meekly astern, the way tows are supposed to do. Before she would go our way, she sheered way out on the starboard quarter, drawing the towline as taut as a fiddlestring.

GEAR-STREWN interior of the after torpedo room shows how hastily the Germans abandoned their submarine.



I went aboard the sub myself about this time in response to a report that our boys had found a booby trap. I itched for an excuse to get over there and this was a legitimate one. I was an ordnance postgraduate, knew more about fuses than anyone else in the ship, and so at the departure conference I had designated myself "officer in charge of booby traps," and had directed that no one else was to monkey with one.

I found the suspected trap attached to the watertight door of the after torpedo room, in such a manner that the door could not be opened without springing the trap. We had to get into that room to get at the hand steering gear because the sub's rudder was jammed hard over and we couldn't tow the U-boat properly until we got the rudder amidships.

Correct bomb disposal protocol called for clearing everyone else out of the boat while I operated on the suspected mechanism. However, the time was short and I didn't believe it actually was a booby trap; and besides that, it's nice to have company when you're doing a job like that. So with Earl Trosino and a couple of our boarders anxiously kibitzing, I carefully sprung the trap. The broad grins that spread across all faces as we got it open might well have been actuated by a mechanism on the trap. We eased the watertight door open, ready to slam it shut again if the torpedo room were flooded.

It was dry. So we hurried aft to the emergency steering gear and put the rudder amidships.

While I tinkered around below, our hard-working painter had been busy on deck, rechristening our prize. When I climbed back out of the escape hatch I saw daubed in big red letters on the conning tower, her new name, "Can Do, Junior." We soon shortened this by dropping the first two words, and she has been "Junior" ever since to all hands in the task group.

When I climbed the sea ladder again on the *Guadalcanal*, we hoisted the traditional broom at our masthead and squared away on a course for the nearest friendly port, Dakar. I cracked out a dispatch to Admiral Ingersoll telling him what we were doing and requesting a tanker and tug.

Within an hour we got a message back from Admiral Ingersoll, "Stay out of Dakar—proceed Bermuda."

This was a smart move because Dakar was a hotbed of international intrigue, teeming with Vichy French. If we had towed our prize into that nest of spies Berlin would have known all about it that same afternoon.

The sinking of the *Block Island* was still very fresh in our minds and I was in a little bit too much of a humor to get the hell out of the area. During the night we steamed too fast and parted our towline. We had to patrol around the sub all night under a full moon, right smack in the middle of the U-boat lane from Cape Town to Cherbourg, while we roused up our two-and-a-quarter-inch wire from the boatswain's locker.

At the crack of dawn, there was a brisk breeze blowing, and at times we had to go ahead full on one engine and back full on the other to hold the ship in place as we again came alongside the sub. The working party handling the towline on the heaving, slippery deck of the U-boat had a nip-and-tuck struggle to get the cumbersome wire through the bull nose in the bow. It was a tough, dangerous job, a job for real seamen. Most of the lads on the ship's forecastle that morning

had been apprentice seamen until just before joining the *Guadalcanal*. They proved themselves real seamen now.

For the next three days and nights we conducted flight operations with the sub in tow, and with very little wind across the flight deck on account of our slow speed. Admiral King thought I was gilding the lily when I told him about it later, and insisted on seeing the movies to prove it. This was another one of these "impossible" things which we found out you just take in your stride when the chips are down.

Earl Trosino put the heat on me to let him and his gang start the engines on the U-505 and bring her in under her own power. Looking back on it now, I wish I had let them do it. But at the time I was afraid they might open the wrong valve and lose her—so we towed her in. I hereby apologize to Earl and his boys for grossly underestimating their capabilities.

People often ask me if we had anyone in our boarding parties who was an expert on submarines. The answer is "Yes." We had one man who had been a yeoman on one of our own submarines five years previously. So he could have told us anything we wanted to know about the paper work, correspondence, or filing system of submarines. But Earl Trosino was an expert on marine machinery, whether it is installed in the *Queen Mary*, a harbor tug, or a submarine.

Trosino saved the sub after David had captured it. All of Earl's previous training had been as chief engineer of a tanker. He had never been aboard a submarine before, but to him machinery is machinery, no matter what kind of craft it is installed in. He spent hours crawling around the floor plates of that foundering sub, tracing out pipe lines and closing the right valves to keep her afloat. He made no mistakes. If he had, he would have been trapped under the floor plates and would have gone down with her.

On the fourth day we turned our tow over to the fleet tug, *Abnaki* (ATF 96), which, together with a tanker, broke off from an eastbound convoy in response to orders from Admiral Ingersoll.

That tanker, the *Kennebec* (AO 36), coming over the horizon was one of the most beautiful ships I have ever seen. To most of the task group she looked like an ordinary fat old tanker, but to me she was an angel from heaven. I shaved things too close on our fuel supply. I was on the verge of running out of oil.

Maybe there is something that could make a skipper look more ridiculous than running out of oil in the middle of the ocean, but I don't know what it is!

The *Abnaki's* orders had simply told her to rendezvous with our task group "for a towing job." I solemnly scolded her skipper for jumping to the conclusion that the *Guadalcanal* had been hit and that he was going to tow us home.

You could hardly blame the *Abnaki* for failing to read between the lines of her orders correctly. I found out later that our first terse radio report of the capture was greeted with incredulity in London and Washington. The front offices suspected the communication officers of careless decoding on that word "captured," because you just don't do that to modern ships in the 20th Century. As soon as they realized it was true, a super-duper "Top Secret" label was clamped on the news.

After the *Abnaki* took over the tow, Earl Trosino

had an inspiration. "Junior" was still in a precarious state of nearly neutral buoyancy and we couldn't be sure we wouldn't lose her due to a slow leak. By this time Earl had traced all the drainage lines on the sub and knew how to pump her out—if he only had power enough to run the pumps. The battery was completely discharged by now, and I wouldn't let him try to start the Diesels, either to drive the boat or to recharge the batteries. So Earl disconnected the Diesels from the shafts, set the switches properly on the electric power distribution board and persuaded me to have the *Abnaki* tow all night at ten knots. This high speed made the propellers turn over, thus turning the sub's electric motors, on which Earl had set the switches for charging the batteries. The electric motors, now acting as generators, didn't know that the propellers, not the Diesels, were making them turn, so they performed as if everything were normal and recharged the batteries. Next day we used the electric pumps to bring her up to full surface trim, and our worries were over.

The task group arrived in Bermuda on June 19, and turned the U-505 over to my friend, the Commandant. As we were to find out later, you can't enter the lagoon in Bermuda except in daytime, and when our task group steamed through the entrance with the *Abnaki* and "Junior" bringing up the rear, the news spread all over the island about as quickly as the word would go through the ship that Betty Grable was coming aboard wearing a cellophane sarong. I still don't see how the military censors were able to prevent the news from reaching the mainland for nearly a year, but they did.

The vital secret, that the U. S. had the key to the German naval codes, was carefully guarded all along the line. It was well worth preserving! The captured books enabled the Navy Department to monitor messages to all enemy U-boats for the rest of the war. Even future code changes were foreshadowed in the captured documents!

When Germany surrendered, American intelligence officers confirmed that the secret had been one of the best-kept of the war. The Nazi naval command had put down the U-505 as "probably sunk" during that fateful week.

AVENGER starts landing run on the flight deck of carrier *Guadalcanal*, which has the U-boat in tow.



TAFFRAIL TALK

ONE OF the most difficult ALL HANDS jobs each month is the "centerspread" feature, in which the writers, illustrators and editors get together to present an important Navy story in words, charts and pictures. Currently the centerspread features the stars, having covered the subjects of waves, wind and clouds as they affect the Navyman.

Former spreads have ranged in subject matter all the way from a treatment on compartmentation of Navy vessels to a summary of the colorful but unofficial "certificates" Navy men get for feats like crossing the Equator and sailing to the Far North.

Often, one of these spreads fulfills a long-time need. We understand from letters we get that "Sports for Shipboard Use" (January 1953) and "How Ships Get Their Names" (May 1953) still enjoy wide circulation. The Coast and Geodetic Survey people, to whom we went for guidance on "Clouds, Forms and Symbols for the Navyman" (April 1954), told us that this was the first time of which they know that such information has been gathered together in one place.

But the best of centerspreads is of little use if it doesn't come before the reader's eyes. Here are a couple of tips for getting better mileage out of them.

Tear out the spread and tack it on a convenient bulletin board. But remember—don't chop up any issue until it has completed its full round of ten or more men.

If you work in ship's office, you may want to use the centerspreads as references. Stick appropriate ones on the bulkhead or on your desk.



If you run the ship's paper and use offset printing, "shoot" the spread and reprint it any convenient size in your next issue. ALL HANDS encourages reprints in ship's papers, with appropriate credit to the source.

★ ★ ★

They must raise them tough in Idaho. We heard the story recently about Louis Rebillat who walked 48 miles through 14 feet of snow to enlist in the Naval Reserve. When he was told his duty wouldn't start for several months he walked back to his parents' ranch to wait for the call. Sounds as though he'll have to be assigned to a carrier when he comes to active duty. That's the only type of ship he won't feel cramped in.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: EXPERIMENTAL WHIRLY-BIRD—Navy rocket-powered one-man helicopter, designed for research into gyro-stabilizing controls for 'copters, undergoes tests.

ALL HANDS



THIS MAGAZINE BELONGS TO YOU ... AND 9 OTHER MEN !!



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so the next man can read it**

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OCTOBER 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1954

Navpers

NUMBER 452

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• **FRONT COVER:** ICEBREAKER AT WORK—USS *Atka* (AGB 3) forces her way through heavy ice formations somewhere between Greenland and Resolute Bay. Two other icebreakers, USS *Burton Island* (AGB 1) and USCG *Northwind*, made Arctic history by breaking through famed 'Northwest Passage.'

• **AT LEFT:** Officers and crew members of USS *Kearsarge* (CVA 33) line the rail while visiting San Diego, Calif.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated. Photos at top of page 18, bottom of page 19, top and lower left photos on page 20 by the Springfield (Mass.) Sunday Republican.





GALLANT SHIP *USS Hartford* (left) will be 'stationed' at Mobile, Ala. *USS Constellation* goes to Baltimore, Md.

OLD SHIPS NEVER DIE

FOUR OLD SHIPS are sailing out of the U. S. Navy, leaving behind them a wake of glory from the Barbary Coast to Manila Bay that will ride the tides as long as there is salt in the sea. A fifth vessel, replica of the sailing ship days, will be restored and remain with the Navy.

Under Public Law 523, passed by the 83rd Congress, the Navy is disposing of four of its historic ships—*Constellation*, *Hartford*, *Olympia* and *Oregon*.

Within a year the old frigate *Constellation* will be delivered and turned over to citizen groups of Baltimore, Md., while *Hartford* will be towed to Mobile, Ala. The steam vessels *Olympia* and *Oregon* were headed for the scrap pile until the Navy granted them a six-month reprieve—during which period any city, state, or civic group that wants to offer them a haven can do so.

The same law also provides for the U. S. frigate *Constitution* at Boston, Mass., giving the Navy the authority to repair, equip and restore her, so far as may be practicable, to her original condition. *Constitution* will not be on active service, but it will be the Navy's responsibility to maintain her hereafter.

Under the law, the Navy will patch up *Constellation* and *Hartford* just enough to deliver them to their respective sponsors, Baltimore and Mobile. The care of these gallant old ships is up to the cities.

Enemy guns, storms at sea and even the slow attack of time has failed to sink them but these relics are old and weary. It is only fitting that an Act of Congress should determine their final disposition. From the pages of naval history here is a brief description of these "old ladies" in their heyday:

USS Constitution, one of the most successful and famous Navy ships ever to sail the seas, was authorized by Congress in 1794. Launched in 1797, she first went to sea under the command of Captain Samuel Nickerson in 1798. Her frame was made of live oak and red cedar and her decks of pitch pine from Georgia and South Carolina. Paul Revere, one of the best metalsmiths of his day as well as famous equestrian, made the bolts, spikes, rudder-braces, blocks and dovetails and the bell.

In 1803, *Constitution* sailed against the Barbary pirates and after the outbreak of the War of 1812 started to sea under the command of Captain Isaac Hull. Off the Atlantic coast she fell in with a British squadron of six ships and made her escape in one of the most dramatic and sustained chases in naval his-



NAVY is repairing, equipping, restoring USS Constitution. The famed frigate will be maintained at Boston.

tory. On 19 Aug 1812 *Constitution*, with Hull still in command, defeated the British ship *Guerriere*.

Before her fighting days were over, *Constitution* had won three of the greatest battles ever fought by a single ship. In 1830 she was declared unseaworthy and would have been dismantled had not public opinion been aroused by "Old Ironsides," a poem glorifying the ship, written by a 21-year old Harvard student named Oliver Wendell Holmes. Holmes was an American man of letters, the son of a minister and the father of the famous Justice of the United States Supreme Court. When printed in the *Boston Advertiser*, "Old Ironsides" was immensely popular and not only saved the famous frigate from the scrap heap but also established Holmes' reputation as a poet.

Congress appropriated the necessary funds, "Old Ironsides" was rebuilt in 1833 and became the flagship of the Mediterranean squadron. Twenty-odd years later, in 1855,

New Life Is Assured For Three Great Ships, Two Others May Still Find Home

Constitution was finally laid up at Portsmouth, N. H., where for many years she was used as a training ship.

Since 1897 the famous frigate has spent most of her time at the Boston Navy Yard almost in the shadow of the Bunker Hill Monument. The Navy will spend about \$390,000 to fit her out again and maintain her as a commissioned ship—though not in an active duty status. She has already been 90 per cent restored and her continued upkeep is financed partly by the government and partly by the contributions of the private citizens who visit her daily.

Unfortunately, the frigate *Constellation*, which lies in a berth just

across the pier from her, hasn't fared so well. Though rebuilt several times, this old veteran is now little more than a hulk—mastless, worm-eaten, and held together by supporting timbers and a "cat's cradle" of steel-cable bracings.

Contrary to popular belief *Constitution* and *Constellation* were not sister ships. Although launched within 44 days of each other in 1797, they were constructed from different plans. *Constitution* and *Constellation* were but two of the six frigates authorized in 1794 by Congress.

Constitution was about 12 feet longer and three or four feet wider than *Constellation*. Also, *Constitution* was rated as a "44-gun" ship; *United States* and *President* were her sister ships. *Constellation* was rated a "36"; her sister ship was *Congress*.

Constellation's first contribution to naval history took place on 9 Feb 1799 in the West Indies, during naval hostilities with France. Under Commodore Thomas Truxtun she



USS OLYMPIA (ex-CL 15) is now standing by at Philadelphia Naval Shipyard. The vessel was Commodore Dewey's flagship during Spanish-American War.

defeated the French frigate *Insurgente* in a sharp engagement. *Insurgente* lost 29 killed and 41 wounded compared with only five men killed or wounded aboard *Constellation*. The defeat and capture of the French frigate was a feather in Truxtun's cap—he not only provided vigorous backing to his Government's policy of commerce protection, but set high standards for the new national Navy.

Again on 1 and 2 Feb 1800, during the same naval war with France, *Constellation*, heading for Guadeloupe, sighted the French frigate *Vengeance*. Captain Truxtun ordered his men to aim at the hull of the enemy ship. Contrariwise, the French commander fired repeatedly into the American ship's rigging in order to try to disable her. The battle lasted five hours and the French suffered about four times the losses of the Americans. The *Constellation's* main-

mast finally fell, and the French escaped into the darkness.

Those were the great years for *Constellation*. Thereafter her star faded. During the War of 1812 she was isolated at Norfolk, during the Civil War she was mostly on the Mediterranean station; and from 1865 to 1870 she served as a receiving ship. She carried midshipmen on cruises from 1871 to 1878, took relief supplies to the Irish people in 1880, then carried stores for the Navy until 1893. For the next 21 years she saw duty again as a receiving ship.

Another ship that will also be moving to a new "home" is *Hartford*—a wooden, unarmored, sloop-of-war built at Boston in 1858. She is going back to Mobile Bay where she gained fame during the Civil War.

It was 5 Aug 1864 when the three-masted, high-funneled, steam-

and-sail warship wrote this chapter in America's history books. The Confederates had protected the narrow port of the channel not only with forts but also with a double line of mines (then known as "torpedoes") and left free of obstruction only a passage for their own blockade runners.

That day Commodore David Farragut with his fleet of four ironclads and 14 wooden ships steamed up the Bay in the early morning, the ironclads abreast of the wooden ships and closer to shore, while the wooden ships were lashed together in pairs. *Tecumseh* led the inner column; *Brooklyn* led the wooden ship column, followed by *Hartford*, commanded by Captain Drayton. *Hartford* was tethered to *Metacomet*, commanded by Lieutenant Commander Jouett.

Early in the engagement, *Tecumseh*, a monitor which was leading the Federal fleet in the port column, went down with nearly all hands after a "torpedo" exploded under her. For a time there was considerable confusion in the Federal fleet. *Brooklyn* which was directly ahead of *Hartford*, wavered, stopped and began to back up. Commodore Farragut, who had climbed up into the rigging of *Hartford* to get a better view of the operations, hailed her to find out what the trouble was.

"Torpedoes ahead," replied the captain of *Brooklyn*.

"Damn the torpedoes!" shouted Farragut. "Four bells! Captain Drayton, go ahead! Jouett, full speed."

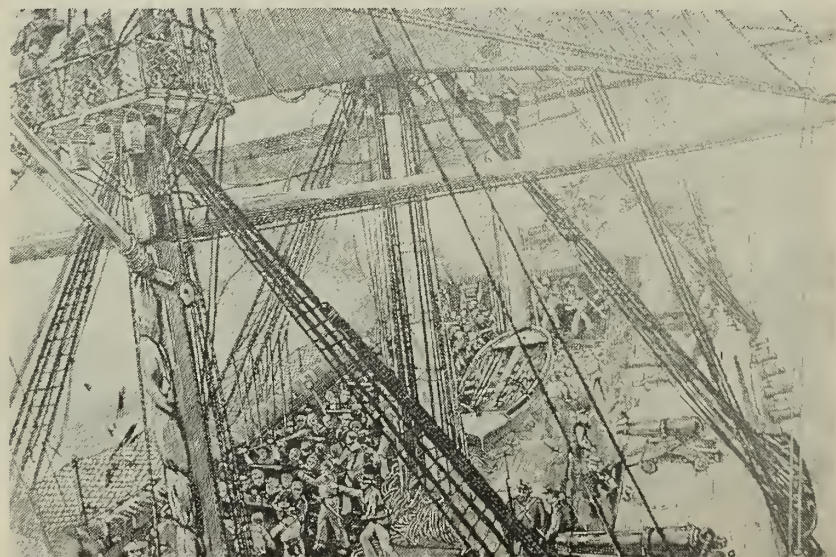
The Federal fleet went on to capture the forts and defeat one ironclad ram and four gunboats.

Farragut and his famous *Hartford* had covered themselves with glory. Mobile Bay was now to be closed to the blockade runners who had brought supplies into the Confederacy. As in their famous battle of 1862 and 1863 when they wrested control of the Mississippi from the South, Farragut and his flagship had given the union one of its greatest victories of the Civil War.

Today *Hartford's* bilge pumps work around the clock keeping her afloat. She was last opened to visitors on Navy Day 1948. Now she will return to the scene of her triumph, where she will be restored and maintained by the citizens of Mobile.

Standing by, at Philadelphia awaiting further orders that will determine her fate, is *Olympia*. Built

USS CONSTITUTION is shown in action against *Levant* and *Cyane* in War of 1812. At right may be seen upper deck gangway, carrying carronades.



mous cost of \$1,796,000, *Olympia's* keel was laid in June 1891. She was launched on 5 Nov 1892 and put into commission on 5 Feb 1895.

On 27 April 1896, as Commodore George Dewey's flagship, *Olympia* led an American squadron out of China, and set her course for Manila, 600 miles to the southeast. As ordered in a coded cable sent from Washington they were off to face the Spanish fleet in the Philippine Islands.

Upon arrival at the Philippines they anchored outside the harbor until nightfall. Then at midnight, under the cover of darkness and a thunder squall, *Olympia* led the fleet into the harbor. All lights had been masked but sparks from the smokestacks were seen from the beach and the Spanish shore batteries opened up, firing three or four shots. After that all was quiet and the squadron of six American ships entered Manila Bay.

Once inside the harbor the American ships cut their speed and waited for dawn. At sunrise, Dewey was surprised to find the Spanish fleet standing off in what was considered a vulnerable position. In order to protect the citizens of Manila from bombardment the Spaniards had not sought shelter from their shore guns but were anchored at the end of the Bay.

In the battle that followed the Spaniards turned out to be no match for the American vessels. By noon every one of the Spanish ships had been sunk or was in flames in one of the most brilliant victories in all naval history. (See this month's Book Supplement, "You May Fire When Ready," on page 59 for an eyewitness account of this battle).

Although the Battle for Manila Bay was *Olympia's* greatest claim to fame, she is also remembered as the ship that brought the Unknown Soldier home for burial in Arlington Cemetery after World War I.

Today the gallant *Olympia* lies quietly in the Philadelphia Navy Yard. She is in need of numerous repairs, and visitors are no longer permitted aboard. Some city may offer her a home. If not she will be turned into scrap. In any event, while her fate is uncertain, her fame is not.

Also standing by to learn her fate is *USS Oregon* (BB 3). She was



USS OREGON (BB 3), now on inactive list, is at Apra Harbor, Guam. *Oregon* fought in Spanish-American War, served as dynamite barge in World War II.

launched at San Francisco 26 Oct 1893, and commissioned 15 Jul 1896. She was 351 feet 2 inches long, with a beam of 69 feet three inches. She was rated a "first class protected cruiser" in her day and cost \$3,180,000.

The opening of the War with Spain found *Oregon* at Rio de Janeiro. She left the port of Callao, Peru, the first week of April 1898; reached the Straits of Magellan about 1530 16 April in a fearful storm; reached Rio de Janeiro, Brazil 30 April and, after a brief stay, went to Bahia, Brazil and then Barbados, arriving 18 May. She was thus able to join the North Atlantic squadron in its operations against the Spaniards off the coasts of Cuba and Puerto Rico.

It was a long and remarkably successful voyage — 68 days at sea, 14,000 nautical miles with a speed averaging 11.6 knots (exclusive of

9 days spent in port) which required 4100 tons of coal. It was a performance unprecedented in battle-ship history and was the naval sensation of the day.

Today *Oregon* is in Apra Harbor, Guam. Towed there in 1944 with a 1400-ton load of explosives and given the designation "IX 22," she was used during World War II as a dynamite barge. Shorn of her superstructure and stricken from the Navy's active list, *Oregon* also awaits further orders.

However, regardless of their disposition, the foundation laid by these invincible old ships has gone far toward enabling the U. S. Navy to grow into the greatest fleet in the world.

The ships of the past are the symbols of the Navy's glorious history—the ships of today's Navy are the future of the fleet.

—Ted Sammon

CREW MEMBERS of *USS Oregon* cheer wildly as the colors are hauled down on Spanish battleship, *Colon*, during the Battle of Santiago Bay in 1898.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **HOUSING INSURANCE** — a new law which will help the Navyman on active duty to build or buy a home has been enacted by the 83rd Congress as Section 222 of the National Housing Act of 1954.

The new program authorizes the Federal Housing Administration to insure (at the discretion of the FHA commissioner) loans up to a total of \$17,100 or 95 per cent of the FHA-approved value of the home, whichever is the lower figure.

According to BuPers Notice 1740 of 23 Aug 1954, however, *no loans will be available under the new law until instructions and information implementing provisions of the Act are disseminated.* BuPers is now in the process of preparing necessary instructions for the Navy, and no inquiries should be addressed to the Bureau until after these instructions have been promulgated. **ALL HANDS** will carry full information when it becomes available.

The directive also points out that the FHA's regular criteria will be used in approving insurance loans under the new program, so eligible Navy personnel who desire to use the new financing program must meet all income and credit requirements commensurate with the amount of financing that will be required.

Naval officers and enlisted men alike will be eligible for benefits under the new law.

Before a Navyman is eligible for the benefits of the program, he must have a certificate from the Secretary

of Defense, or an authority designated by him, stating that the serviceman:

(1) Requires housing.

(2) Is serving, and has served on active duty in the Armed Forces of the U. S. for more than two years.

Once the serviceman has been issued the certificate, it is up to him to work out arrangements with the FHA and the lending agency. The cost of the insurance will then be paid by the Navy Department as long as the serviceman retains ownership of the property and remains on active duty.

Use of the new mortgage guarantee will not prevent Navy men from using the regular GI Home Loan provisions. Also, those who have already used their GI Loan privilege may still apply for the FHA benefits.

• **REPLACING MEDALS** — Personnel who have lost or damaged their medals may get a replacement from the Chief of Naval Personnel by sending a letter request which sets forth the circumstances under which the loss or damage occurred.

Any decoration, medal, bar, rosette or other device to which an individual is entitled will be sent without charge providing that such loss or damage is not the fault of the individual nor due to neglect. The replacement is subject to verification of entitlement.

In addition, personnel may obtain duplicates of medals previously

awarded, by purchase from the U.S. Mint, Philadelphia, Pa. In such cases a letter request for authority to purchase specific medals must be forwarded to the Chief of Naval Personnel (Attn: Pers B4 for officers, Pers E3 for enlisted personnel), Washington 25, D.C.

After verification of entitlement, the applicant will be informed of the total charge made by the U.S. Mint, including cost of mailing. The reply to the applicant, signed by the Chief of Naval Personnel, will serve as authorization to purchase the specified medal or medals. This reply must then be forwarded by the applicant to the Superintendent, U.S. Mint, Philadelphia, Pa.

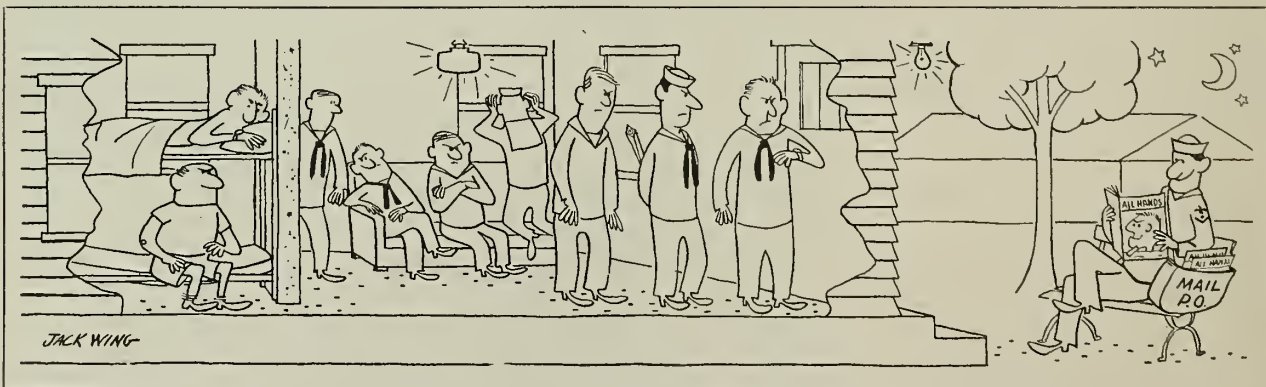
All purchase requests to the U.S. Mint must be accompanied by a postal money order or certified check, made payable to the Treasurer of the United States.

• **PROOF FOR BAQ** — In the future, married enlisted men applying for basic allowance for quarters (BAQ) will be required to produce documents proving the eligibility and relationship of their dependents.

A man with no children will have to produce either a certified copy or a photostat of his marriage certificate; a man with children must have either a certified copy or photostat of his children's birth certificates as well as his marriage certificate.

In cases where it is impossible to obtain a birth certificate for a child, an affidavit of two unrelated persons having knowledge of the date of the child's birth and the name of its parents will be acceptable.

Normally the applicant will have to produce these documents upon application. If they are not readily available, his application will be accepted without delay and he will be



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given a reasonable period to produce them. If, within 120 days after the application, the documents have not been forwarded to the Chief of Naval Personnel, Family Allowance Activity, Cleveland 14, Ohio, the application will be disapproved and checkage instituted immediately.

Married enlisted men who are already drawing BAQ for their dependents or who have already submitted the proper documents shall not be required to do so unless specifically requested.

• **CAR SHIPMENT** — Heading for overseas duty? If so, and you want to take your car, get S and A Form 322 and submit it at once to the port your car will be shipped from, for they go out on a priority basis.

Since all vehicles shipped overseas by military personnel must go on government-owned vessels there is usually a waiting list. The sooner you get your application in the sooner your car will join you at your overseas station.

The priority lists at the various transshipping ports are kept on a first-come, first-served basis. Also, you shouldn't deliver the car to the port until your application for shipping has been approved and you have been notified by the appropriate port command.

In case there is a lien on your car, it is necessary to get the lien holder's written permission to take the car overseas. In addition, you must have the registration card with you when you deliver the car to the port of shipment.

For complete details on shipment of autos to overseas stations, and procedures to be followed write your nearest designated shipping activity asking for the Automobile Shipping Information Pamphlet (NavSandA Publication 271).

• **NEW DESIGNATION** — In the future the term "For Official Use Only" shall be affixed to certain non-classified official information which "requires protection in the public interest."

Any material designated "For Official Use Only" should have the phrase stamped or printed in capital letters near the top of the left margin of the first page or cover of the document if it is bound or stitched. Documents which are not bound or stitched should be marked on each page.

Many documents which are "for official use only" and are easily spotted as such need *not* be stamped. Among these categories which require protection in accordance with statutory requirements or in the public interest and which need not be stamped are the following:

1. Records and information which pertain to individuals, such as personnel records, medical records, and investigate reports, documents and proceedings.

2. Information received in confidence from private individuals, firms or organizations in connection with bids, proposals, "trade secrets" and reports of financial, technical or scientific nature.

3. Information which is, or may reasonably be expected to be, connected with any pending or anticipated litigation before Federal and State courts or regulatory bodies.

4. Advance information on proposed plans to procure, lease or otherwise acquire or dispose of materials, real estate, facilities or functions which would provide undue or discriminatory advantage to private or personal interests.

5. Preliminary documents relating to proposed plans or policy development when disclosure would "adversely affect morale, efficiency or discipline."

6. Information as to the identity of confidential informants and information furnished by them in confidence.

7. Examination questions and answers to be used in training courses or in the determination of qualifications of candidates for employment, entrance to duty and advancement or promotion.

Only those documents which require protection and are "For Official Use Only" but are *not* readily identifiable as fitting within the above listed categories should be marked with the term "For Official Use Only."

Documents so marked do not require any special storage, file facilities or handling in transmission, except as may be found necessary in specific cases by competent authority.

For complete details it is advisable to check SecNav Inst. 5511.5, which spells out the categories of the material which are "For Official Use Only" and the procedures to be taken.

QUIZ AWEIGH

How's your recognition? Not of ships, but of different ratings, specialty badges and deck equipment. Take a check on this month's quiz and find out. If you're lucky — or smart — you should score well.



1. A good seaman will recognize the above pictured block as being a (a) treble tackle block (b) snotch block (c) swivel block.

2. The arrow is pointing to (a) cross-head link (b) sheave (c) swivel link.



3. You'll recognize the above rating specialty marks, one from the ordnance group (Group II), the other from the aviation group (Group IX), as representing the basic skill of (a) rocket technician (b) machine accountant (c) guided missileman.

4. These two ratings are classified as (a) general service ratings (b) emergency service ratings (c) exclusive emergency service ratings.



5. The person you see wearing the above insignia is a (a) heavier-than-air pilot (b) balloon pilot (c) jet aircraft pilot.

6. This specialty insignia is worn (a) on the right breast (b) on the right sleeve (c) on the left breast.

Answers to this quiz are on page 53.



MODERN PT BOATS will be larger, sturdier, speedier and more deadly than their famous World War II counterparts.

New PT Boats Take Evaluation Tests

FOUR SLEEK, aluminum-hulled motor torpedo—PT—boats are now roaming Atlantic waters, practicing maneuvers that made their World War II plywood counterparts famous the world over.

Less than three years old, each of the four motor torpedo boats now in use was constructed by a different company, or shipyard. They all differ slightly in virtually every respect—from engine to hull design. The present evaluation tests will determine a prototype suitable for mass production in time of emergency.

The four experimental PT boats are presently based at Norfolk Naval Base. Until recently, the boats operated under orders from Atlantic Fleet's Operational Development Force. Currently attached to the Fifth Naval District, PT boats 809, 810, 811 and 812 make up the 5NDMTB Detail. They are headed by LTJG E. B. Hebden, II, USN. The boats are in an in-service status—no ships in commission.

The only operative PT boats now in the U.S. Navy, the craft are

approximately 95 feet long, 25 feet wide and can zip through the water at about 50 knots. The World War II models were some 15 feet shorter, five feet narrower, and had a top speed of about 40 knots.

Typical World War II PT boats mounted two twin 50-caliber machine gun mounts, a 20mm, one 37-mm and one 40mm gun, several automatic rifles and submachine guns. They usually carried four torpedoes. However, they were also able to substitute depth charges for the torpedoes when needed.

On the new models, torpedo launchers have been substituted for the familiar torpedo tubes. Armament in general has been improved but details are classified.

Although the PT boat dates back to 1875 when the British Navy introduced a small torpedo-carrying boat (which was later discarded because countermeasures reduced its effectiveness), the modern PT didn't come into its own until World War II.

During the early days of the war

in the Pacific, the motor torpedo boats occupied a much more important place in the over-all strategy than their weight and size seemed to merit. At this time, there was a need for saving larger naval units for defensive operations until American forces attained their desired strength. In the final stages of the war, when U.S. task forces and fleets ranged the Pacific, striking at will, attention was drawn from the PTs. Nevertheless, they continued to carry out important assignments in areas where the larger units didn't operate.

During the first few months of World War II, Motor Torpedo Boat Squadron THREE racked up an impressive score, giving the enemy a taste of things to come. MTBRon THREE's record began on 10 Dec 1941, when the PTs raided Cavite Navy Yard. During the next four months, the squadron reported:

- one cruiser damaged and beached
- two cruisers damaged (one almost certainly sunk) by torpedo hits

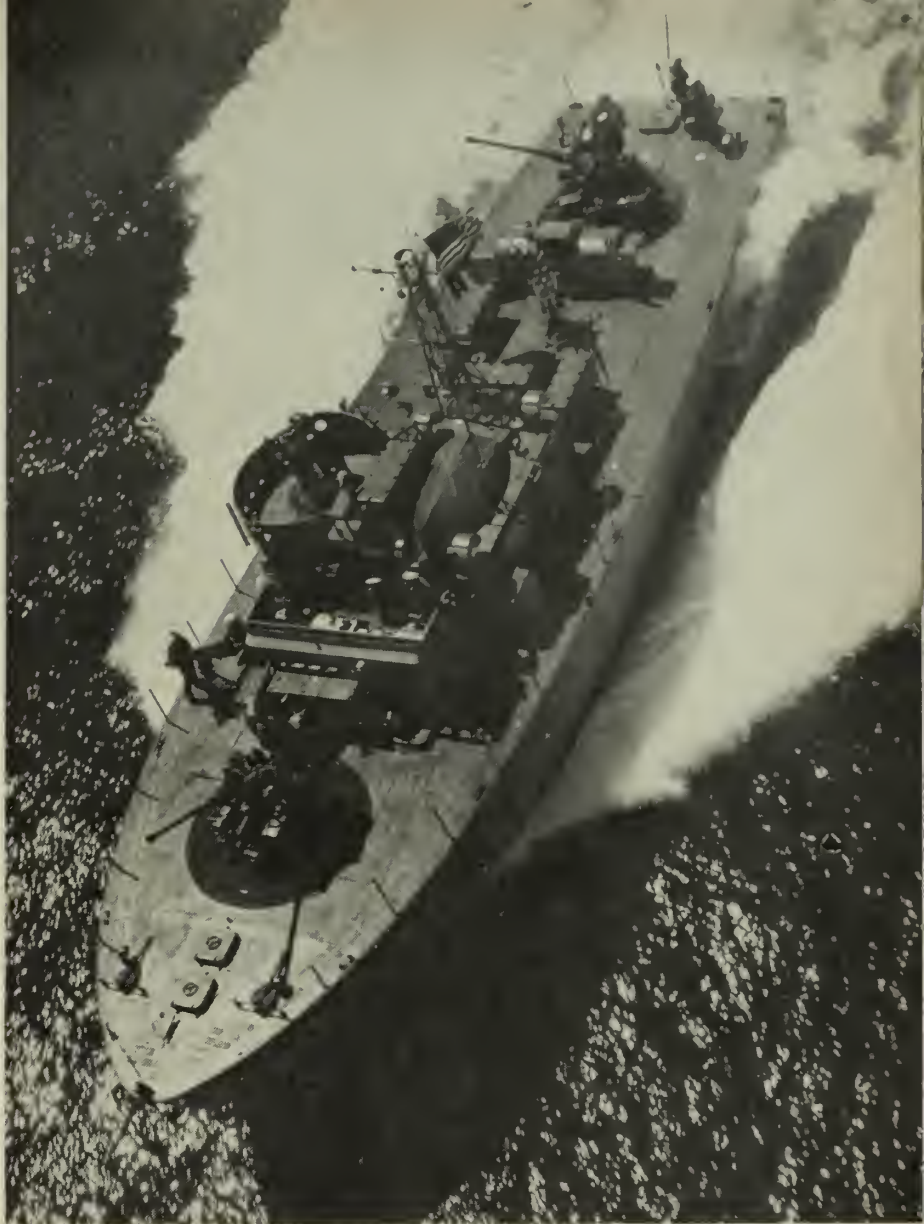
- one 5000-ton ship, believed to be an aircraft tender, sunk
- one 5000-ton ship, type unidentified, sunk
- one tanker set afire by torpedoes
- two landing barges, carrying troops, sunk
- three divebombers and one sea-plane destroyed

Later exploits of MTBRon THREE included the transfer of General Douglas MacArthur, his family and 20 staff members from Corregidor. MTBRon THREE also spirited Philippine President Manuel Quezon, his family, cabinet members and staff to safety.

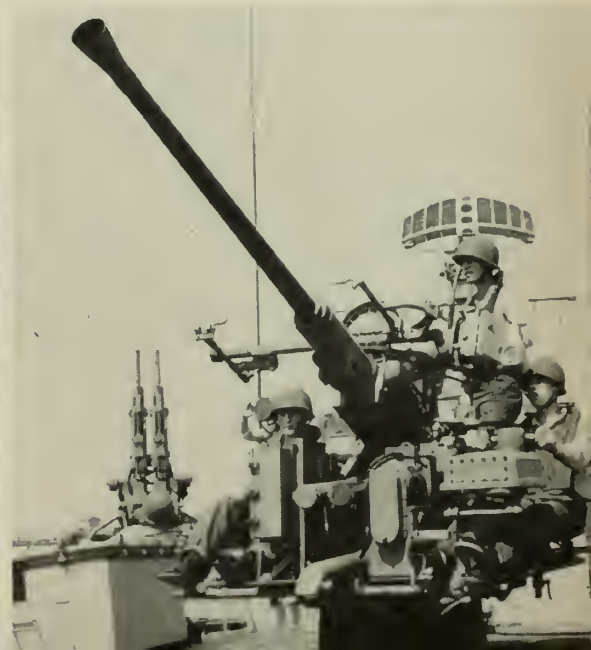
In the Battle of Surigao Straits, PTs won high praise for helping to rout a Japanese task force made up of battleships, cruisers and destroyers. The PTs—39 of them spread out over a large area in groups of three—knocked the enemy force off balance through their torpedo attacks. The Japanese ships were forced to resort to star shells, searchlights, AA and secondary battery fire in beating off the 'Peter Tares,' thereby exposing themselves to larger U.S. fleet units deployed farther up the strait.

PT boats proved their worth in island warfare at Guadalcanal. Arriving at Tulagi just across from Guadalcanal, in October 1942, the PTs went into action immediately, surprising an enemy task force which was shelling Henderson Field and Marine positions.

One of the hottest jobs handled by PTs was that of setting up an operat-



OFFICERS direct operation from bridge. Right: Armament gets workout. Above: PT 810 makes high speed run.





SMOKE SCREEN is laid by these motor torpedo boats. They are now attached to the Fifth Naval District, and are operating out of Norfolk, Va.

ing base and incidentally providing protection for our landings at Mindoro in the Philippines back in mid-December of 1944. Patrolling off the beaches after the landings, the squadrons were without air cover or the support of other surface units for three days during which enemy planes attacked almost continuously. The PTs shot down 20 planes during those three days and damaged all that came within range.

What was considered to be one of the most daring air-sea rescue operations of World War II was effected by two PT boats. A downed flier was

bobbing around in a liferaft in Wasili Bay, off Halmahera Island, in September, 1944. Attempts to effect a rescue by seaplane had failed. With carrier planes flying continuous protective cover, the two PTs zigzagged through the U.S. and Japanese minefield under heavy, concentrated fire from enemy shore batteries. Turned back three times in the face of enemy fire, the PTs made still another attempt, rescued the flier and safely escaped.

Not all of the PTs' heroic work was done in the Pacific. In the Mediterranean, for example, two PTs took

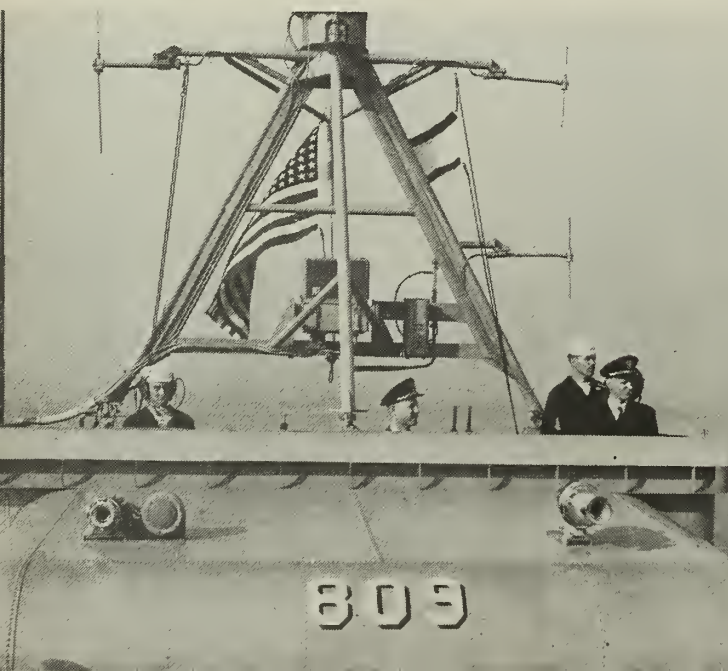
on two German destroyers, luring them away from the convoy they were supposed to be protecting. When the Nazi force was contacted, the two PTs moved in close, let go their torpedoes at the destroyers and turned away. The destroyers gave chase but the tiny plywood boats hid in their own smoke screen, dashing in and out to fire at the destroyers which were believed hit by the torpedoes. Meanwhile, the Nazi convoy had been wiped out by other Allied craft, including another U.S. PT boat.

MTBRons received a lot of praise for their patrol successes during the Normandy landings. Heavy seas swamped landing craft during the invasion and forced heaving ships to put out sea anchors. Farther out, a line of PTs pitched and tossed along an imaginary line. Suddenly, radar showed a "positive contact." The little fleet converged on the point, finding several German E-boats trying to sneak in among Allied vessels. The PTs opened up with such a heavy barrage that the E-boats turned and fled.

At the end of World War II, for reasons of economy, the PT boats were "honorably discharged" from the Navy. Only four, to be used for experimental purposes, were to be kept in service.

Now all of the famed plywood boats have disappeared from the Navy. It remains for the aluminum-hulled "mighty mites" to carry on the outstanding Navy tradition established by their predecessors.

PT BOAT CREW puts their vessel through its paces. Right: Three aluminum-hulled 'Peter Tares' race through the waters.





Elevator Theater

LEAVE it to enterprising Navymen to come up with new ideas. Take those elevators aboard flattops, for example. A few Navymen have found there are more uses for them than transporting aircraft from one deck to another.

Elevators offer excellent stages for concerts and variety shows. The bulkheads make fine backgrounds for murals. Several carriers have painted charts of the world on them and have traced cruise routes.

Here are photos showing the original and some improvised uses for elevators aboard aircraft carriers:

Upper left: Elevator of *uss Tarawa* (CVA 40) shows 'round-the-world track of flattop's recent cruise. *Upper right:* Forward elevator provides stage for concert played by General Headquarters Band of Philippine Army on board *uss Boxer* (CVA 21). *Right center:* Gala show took place on elevator 'stage' on board *uss Coral Sea* (CVA 43). *Lower right:* Plane is raised to flight deck of carrier. *Lower left:* Number three elevator of *uss Yorktown* (CVA 10) lowers TBM.





DOWN UNDER—FADM Halsey, USN (Ret.) inspects Australian Navy bodyguard. Right: Maori dancers entertain.



Sailors Get Liberty

WHEN THE AIRCRAFT CARRIER USS *Tarawa* (CVA 40) and the escort destroyer USS *O'Bannon* (DDE 450) paid a good-will visit to New Zealand and Australia earlier this year, it marked the first time U. S. naval units had visited those countries since World War II, except for a brief stopover in 1947 by Rear Admiral Richard E. Byrd's Antarctic expedition.

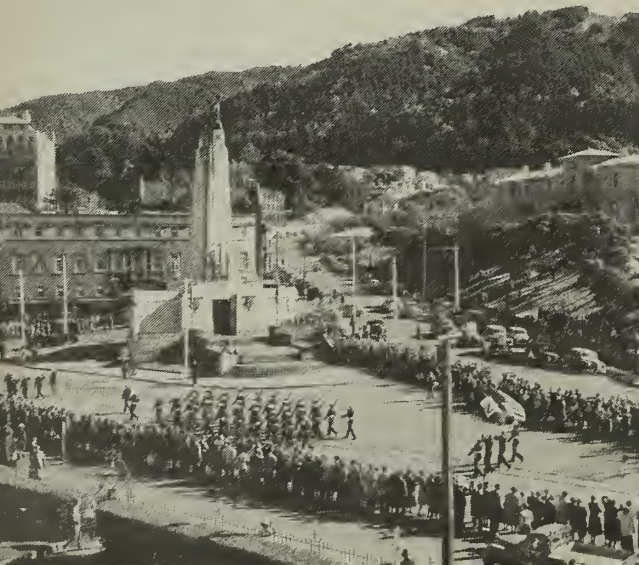
The visit by the U. S. ships was in connection with the twelfth anniversary of the Battle of the Coral Sea. Guest of honor for the occasion was Fleet Admiral William F. "Bull" Halsey, usn (Ret.).

The good neighbor visit of the two ships this year recalled the wartime camaraderie of American, Australian and New Zealand forces. Nearly three million U. S. fighting men passed through the two countries on their way to Pacific battle areas. The hospitality of these countries became an armed forces legend. This hospitality hasn't lessened, as the crewmen of *Tarawa* and *O'Bannon* will testify.

The two ships stayed several days at each of the ports of Sydney and Melbourne, Australia; and Wellington, New Zealand. Visits were highlighted by pub-



THOUSANDS of New Zealanders wait their turn to go aboard USS *Tarawa* (CVA 40). Below; U. S. Marines march by war memorial at Wellington, N. Z. Below right: Party of officers visits famous thermal region, Rotorua, N. Z.





h Ports Down Under

lie welcomes, exchange visits, parades, formal balls, parties and athletic events which included baseball, basketball, soccer and pistol shooting.

At each of the three ports, there were tremendous crowds waiting to go aboard the two ships. At Wellington, for example, there was a nine-mile traffic backlog piled up. Although tens of thousands passed through the vessels, there were more than 30,000 people who weren't able to get aboard.

While Australians and New Zealanders were getting a good look at our Navy's latest jet aircraft, helicopters and the multitude of electronic devices of the two U. S. ship, sailors were getting their first look at the Anzac countries—from the wide boulevards and beautiful beaches to the kangaroos, koala bears and the world-famous platypus.

In New Zealand, Navymen were taken on a government-provided tour of North Island. Their trip included a tour of Rotorua, center of New Zealand's famous thermal region and a visit to the Maoris, with their interesting art and architecture. The Maoris entertained the sailors with colorful songs and dances.



TURNABOUT—Sailor from Tarawa sings for Maori entertainers. Right: White hats visit Hyde Park, Sydney.



BABY KANGAROO makes friends with sailor in Australia (above right). American soccer team lost friendly match with Royal New Zealand Air Force players. Below right: U. S. officers visit Tamatakepua Maori meeting house.





'KEEPERS OF THE GATE'—Gate vessels (YNGs) open strings of buoys to enable friendly ships to enter port.

You're a Ping and a Clunk to HECP

AS YOU APPROACH Norfolk from the sea you may notice, if your eyes are better than average, a few dozen weatherbeaten sandbags tossed carelessly against the side of one of the many sand dunes characteristic of the area. This particular sand dune just "happens" to be located on one of the points near the mouth of the harbor. If your eyes are phenomenal, you *may* detect a small door among the sandbags.

Unless your official business concerns harbor defense, that will be about the extent of your knowledge of one of the most vital elements of our national security. The "sand dune" is Norfolk HECP—Harbor Entrance Control Post—and the buoys and gate vessels are the surface manifestation of a system of steel nets which constitute the harbor's last line of defense from torpedoes and submarines.

You will no longer pass the string

of small buoys which, with its two small gate vessels, until recently guarded the harbor against unannounced entry. Your skipper will probably be pleased, for the buoys and tenders are normally regarded by honest navigators as just one more menace to sea-going traffic. But those buoys, which support the harbor's anti-sub and torpedo net, are a welcome addition to Norfolk's defense in time of war.

There's more to it than that. However, the mechanisms and procedures discussed here are, for obvious reasons, not described with an eye for precision and accuracy.

It's enough for most of us to know that the approaches to our more important harbors conceal a complex network of mechanical and electronic ears and eyes which insure that any vessel below, or on, the surface is properly identified before it enters the harbor.

"Harbor defense might be compared to an iceberg," comments CDR E. L. Willey, USN, Officer-In-Charge, Harbor Defense Unit, Naval Base, Norfolk, "only a small part is visible: the most important portion is below the surface."

Skill and experience are required to operate and maintain this highly technical equipment. In time of national emergency, harbor defense activities must be tremendously expanded. Many of the duties connected with harbor defense will at that time, as they have in the past, be assigned to Naval Reservists.

To help prepare themselves for that day, Naval Reserve Harbor Defense Divisions have been organized on the East and West Coasts, from Portsmouth, N. H., to San Diego, Calif., and in Hawaii and the Canal Zone.

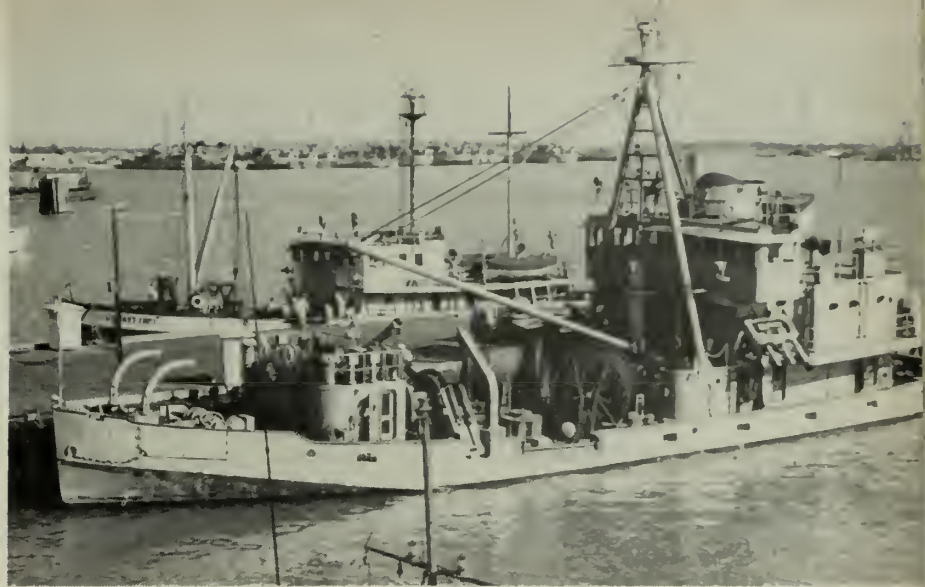
How does harbor defense work when, for example, your ship enters

port? Let's assume that you're on board *uss Eager* (DD-000), returning from a tour of duty in the Mediterranean.

You don't know about it, but long before *Eager* approached Norfolk, it had been under constant scrutiny by HECP. Far out beyond the harbor, lying on the muddy bottom, are long, overlapping strands of copper cable over which your ship has passed. As *Eager* crosses these cables (known as "Magnetic Indicator Loops") a current, caused by a change in the earth's magnetic field, is recorded in HECP as a series of jagged lines on graph paper. Since you traversed only one particular loop in the long chain of loops that guard the harbor entrance, the watch standers at HECP know, even if your presence had not earlier been reported by far-ranging ASW planes, that you are approaching the harbor entrance and they are able to determine immediately your general position in the approaches.

Alerted to your presence, sharp-eyed lookouts confirm your identity by visual means. (If they couldn't quite place you, any number of surface and aircraft would promptly drop around to look you over).

As you progress, your position is more closely pinpointed. Some time after passing the loops, *Eager's* course brings it close to one of a number of hydrophones, spaced almost as regularly across the harbor's mouth



MOORED at Harbor Defense Base, YMP 2, a motor mine planter, awaits orders. Mines 'planted' by these vessels stand ready to 'greet' any unfriendly ship.

as if they were fence posts. These small metal boxes, each with a range considerably greater than the distance to the next hydrophone, help HECP to locate *Eager*, by the sound of its propellers, to the nearest hydrophone it has passed.

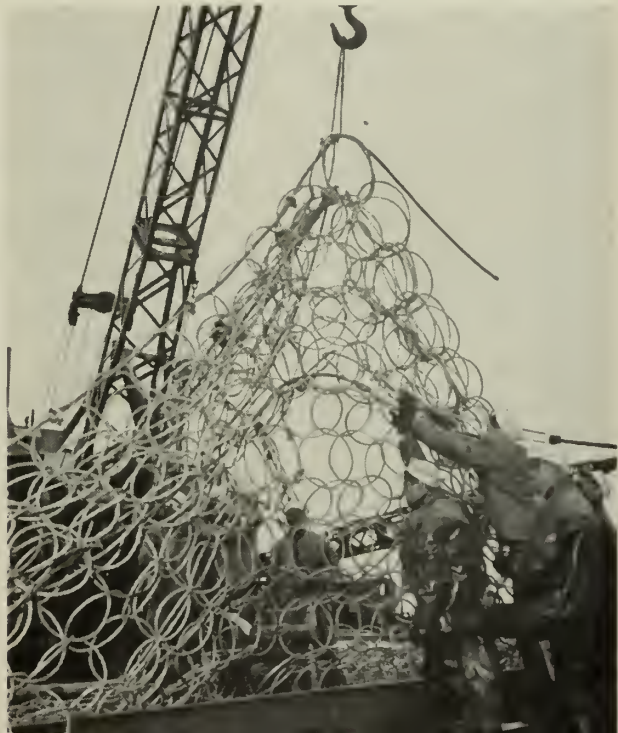
Next, your ship activates the "heralds" (Harbor Echo Ranging and Listening Device), which house special harbor sonar equipment enabling them to transmit a short, powerful signal and then receive the reflected echo from an underwater target in such a manner that its distance and

bearing are known at HECP.

Fortunately, *Eager* has by this time been identified as a friendly vessel. If not, and if this were in time of war, a short distance inshore from the heralds, it would be greeted by a mine barrage—controlled and triggered from ashore.

Back at HECP however, you have simply been wiped from the active slate after you have passed beyond its range, and the monitors have turned to other vessels entering the harbor. It's not easy to state definitely the amount of traffic that passes

SAILORS work on cable splice. Right: Crane lifts torpedo net for repair crew. Nets may be two miles long.





NAVYMAN checks mine wiring (left). Mine is eased over the side of vessel during harbor defense training exercise.

in and out of Norfolk, but you'd be safe to estimate that from 60 to 100 vessels are tracked daily. During a four-day period last year, more than 500 vessels were accounted for.

HECP is not a place for anyone with weak nerves. Tightly crammed with equipment and men, each of a series of rooms produces its own peculiar type of bedlam.

In one, patterns of green light weave and twitch across oscilloscope screens. Every object in the harbor is reflected by a writhing green light: *Eager* has passed the mouth of the harbor and is overtaking a plodding ferry; YMP 1 is checking up on the hydrophone that has been giving trouble; an outbound oiler is making a nuisance of itself; and a sub is slipping out to sea for training duty. Every vessel writes its own pattern.

In other rooms, men with ear-phones listen to the audible traffic of the "silent" sea. Fish are grunting, croaking and snapping, schools of shrimp sound if they were cracking tons of peanut shells; the beat of big and small propellers form a counterpoint to the throb of ship's engines. Through the ping and clunk of the heralds, monitors track the course and speed of every vessel in the harbor. All such activities are automatically recorded by galvanometers on long reels of tape.

In the central control room, phone plotters at a vast transparent harbor map sketch the course and progress of every ship in the area through the data fed them by electronic components.

By the time *Eager* has finally passed over the heralds, you have

emerged from HECP's sphere of influence. It is no longer interested in you.

Such a system sounds very fine on paper, but does it really work? Does it work under wartime conditions in regard to, let us say, an enemy submarine? How about midget subs, such as those employed by the Japanese and Italian navies during World War II? Could a sneak attack of such craft be detected if combined with normal traffic?

Planners of harbor defense asked themselves such questions and decided there was only one way to find out. During one of the recent "Hardex" (harbor defense exercises) a midget sub was used and every trick in the book was tried to get it through HECP's defense without detection. As a result, a few techniques were modified.

The responsibility of learning how each of these devices operates, how to maintain them, and how best to use the information they offer is the formidable job faced by members of the Naval Reserve harbor defense component. It wouldn't be possible except for the personal coaching on the part of active duty harbor defense personnel who have made available to the Naval Reserve the Navy equipment now in operation in our major harbors.

As the entire system has, with time, become more and more complicated, it has been found necessary to establish two types of Naval Reserve harbor defense divisions—operational and technical.

In turn, the technical divisions have again been divided into two types: One, (TUN), provides technical training in the installation, operation and maintenance of un-



NAVY TUG tows line of buoys with torpedo nets attached. This serves as another safeguard against unfriendly vessels entering strategic harbors.

derwater detection equipment and in the fabrication, installation and maintenance of nets and booms. The other, (TM), provides technical training in the assembly, installation, operation and maintenance of controlled mines and training in mine countermeasures including channel clearance, mine location and destruction techniques.

Operational divisions provide training in all operational and tactical functions of harbor defense.

Such activities require a wide range of technical skills in the enlisted ratings of the program. As a result, billets are available for boatswain's mates, gunner's mates, quartermasters, radiomen, radarmen, sonarmen, minemen, electronics technicians, telemen, electrician's mates, enginemen, damage controlmen, metalsmiths, I. C. electricians, machinist's mates, torpedoman's mates, yeomen and storekeepers. Women are eligible in those of the above ratings open to them.

Because Reservists in the operational divisions are concerned primarily with operational and tactical duties, they need not be qualified for sea duty.

However, duty with the technical divisions is more strenuous. Reservists selected for this duty must be qualified to perform sea duty afloat in order to install and maintain sea units of the harbor defense equipment.

Although many special skills are required in the technical divisions, previous experience in harbor defense operations and techniques is not considered a prerequisite for membership in a Naval Reserve division although it is desirable.

Because of the complexity of harbor defense equipment, it is necessary for Reserve divisions scattered



HARBOR DEFENSE members plot vessel's course. Naval Reservists take part in both operational and technical aspects of the harbor defense program.

over comparatively large areas to use the centrally-located facilities established and operated by the Regular Navy. Harbor defense divisions located in Baltimore, Md., and Richmond, Va., for example, find it necessary to commute each month to Norfolk for a weekend of on-the-job training.

A total of 24 drills and 14 days active duty for training are authorized for pay purposes for Reservists regularly attached to harbor defense divisions. There is no limit, other than that of usefulness, to the number of Reservists who may be associated with a division in a non-pay status.

As with other Navy activities, some of the concepts and procedures of harbor defense have undergone changes since World War II. At the present

time, those Naval Reservists who have been charged with the responsibility of instructing their divisions are devoting intense study to the new (and classified) curriculum which has recently been distributed.

The first to be issued since January 1951, the new curriculum, which covers all three areas of harbor defense and which is fully supported by recently developed training aids and revised technical publications, represents a monumental job of research.

The next time you enter a harbor, bear in mind the illustration of the iceberg. Come to think, the entire Navy with its Regular and Reserve forces is something like these harbor defense units. There's a lot more to it than appears on the surface.

'MIDGET' submarine was used to test efficiency of harbor defense methods. Right: Navy men look over the foreign vessel.





PLOTTING ROOM — Trio of Sea Scouts practices navigation at Naval Reserve Training Center, Springfield, Mass.

Bluejacket Scouts Camp the Navy Way

FAR OUT ON the Nebraska prairie a group of Sea Scouts was encamped on the edge of a crater-like depression, a sun-parched and dust-covered spot. Alongside were two small sailboats, apparently just unloaded from trailers. It was a sad sight—too pathetic to be humorous, thought a member of the national Sea Scout staff who happened to be passing.

But the blue water boys seemed to be in fine humor. The mess detail was busily cooking navy beans and brown bread, boatswains were rigging sailing gear, and a mate was laying out sailing courses to the coxswains.

"Too bad," the national member shouted, "that you couldn't locate near some water."

"Water!" piped up a little red-headed ordinary seaman, "Look astern, sir! It's raining over those hills there where you see the black clouds. The creeks are filling up. This bowl will be a two-mile lake in an hour—and if we're lucky it won't dry up until day after tomorrow!"

While the Navy couldn't very well be expected to furnish water for

groups like these Nebraska Sea Scouts, it is proving itself to be a "Good Scout" in many other ways.

Innumerable items of Navy-issue gear, ranging all the way from watch caps to motor whaleboats, are now in use by Sea Scouts, and naval installations throughout the U. S. are playing a part in the training of both Boy and Girl Scouts. Each naval dis-

trict, river and major air training command appoints a collateral duty Scouting liaison officer who makes arrangements for shipboard visits and cruises, short flights in aircraft, tours of stations and bases, encampments at shore facilities, and instruction in various phases of the Navy's sea and air operations. A number of installations even support their own Scout troops or Cub Scout dens.

The Navy's current program of cooperation with the Boy Scouts is set forth by the Secretary of the Navy and the Chief of Naval Operations in SecNav Inst. 5720.5 and OpNav Inst. 5720.11, which urge naval activities to arrange visits and tours by Scout organizations whenever possible and to encourage participation by naval personnel in Scouting activities.

Cooperation with the Scouting movement dates back to June 1916 when the National Council of the Boy Scouts of America was chartered by Congress and organized along similar lines to the Naval Shore Establishment, with regional councils governing the 12 geographical districts. Today, the movement boasts



INTRICATE TECHNIQUE of knot-tying is taught to Cub Scout Tom Hall, Jr., by Byron K. Hackler, TMC, USN.

some 540 subordinate local councils, with more than two-and-a-half million members divided into approximately 90,000 "troops," "packs" and "units."

Age-wise, the BSA is divided into three primary groups: (1) *Cub Scouts*, for boys 8 to 10 years old; (2) *Boy Scouts*, for boys ranging from 11 to 13; and (3) *Explorer Services*, for boys from 14 to approximately 18 years of age. The latter is further divided into *Explorers* (dry-land type), *Air Explorers* and *Sea Explorers* (the *Sea Scouts*).

The Girl Scout organization is set up along similar lines but is entirely separate from the BSA.

While all branches of Scouting may take advantage of the Navy's willingness to aid in training America's future leaders, the Navy is particularly glad to lend a hand to anyone who loves the sea, so the Sea Scouts really "make out." They are encouraged to use naval training, education and recreation facilities, arrange encampments at naval shore establishments, and participate in local cruises for shipboard training and indoctrination.

Under Public Law 152 "obsolete material not needed by the Navy" may be given to the Scouts. Such gear is donated without cost except for packing, handling and shipping charges.

Within this authority it is the policy of the Navy Department to make available to Sea Scouts articles of used uniform clothing, boats, engines and other material concerned with the operation of boats.

During 1949 alone the Navy donated 161 small craft to the Sea Scouts for training purposes. These boats, acquired originally by the Navy at an estimated cost of \$402,500, were honorably discharged after years of active service in the USN, only to "re-enlist" as Sea Scout Ships, giving sea legs and a fundamental knowledge of boating to thousands of young men who may someday wear Navy blue. Craft ranging from sailing whaleboats to captain's gigs and ARBs have been offered to the Sea Scouts. Since 1946 the Scouts have received approximately 1000 boats of various types transferred from the Navy.

The Navy also is empowered to sell Sea Scouts certain "consumable stores" such as oil, gasoline, paint,



FIRST RATE navigational instruction is given to Sea Scout Victor Utgoff by Charles W. Riddle, QMC, USN, on board the cruiser USS Manchester (CL 83).



AIR EXPLORER SCOUTS are briefed on engine breakdown. Below: Inspection party, headed by LCDR C. B. Briscoe, USNR, checks appearance of Sea Scouts.



rag and cordage, provided the quantities requested are reasonable and can be spared without unduly depleting Navy stocks. All material thus bought the Navy sells at book value.

In the training line, a Naval Reserve unit in Springfield, Mass., recently originated what is perhaps the best Sea Scout-Navy program yet devised. For one night each week of the four-week course, personnel from three Sea Scout Ships "took over" the Springfield Naval Reserve Training Center, manning the quarterdeck, passing the word when necessary, attending the classes and drilling. Training Center station-keepers acted as instructors on a purely voluntary basis.

Civic leaders have given the program their highest praise, while local Scout officials have requested its extension to include other phases of Scouting. So important was the program considered by a Western Massachusetts Sunday paper that it devoted two entire pages in its rotogravure section to the training.

Sea Scout participation in naval training cruises is typified by the summer schedule of LantFleet's Amphibious Force. More than 500 Scouts from Maryland and Virginia were slated this year for two-week cruises aboard AKAs, APAs, LSDs and LSTs. Through these cruises PhibLant has played a key role in the over-all Navy policy of offering assistance to the Sea Scouts. During their cruises the Scouts work and



SEA SCOUT Deane Avery solves his 'knotty problem' by comparing work with knotboard made by Navy chief.

train alongside regular members of the ships' crews.

The feminine side of the Navy—and the Scouts—also get into the act. Recently, Moffett Field swung open its doors to nearly 300 "Mariner" Scouts from the surrounding area. Mariners are Senior Girl Scouts, in the ninth through twelfth grades, who are interested in nautical activities. Waves on duty at the air station took over as guides, conducting tours and explaining the woman's role in Navy life.

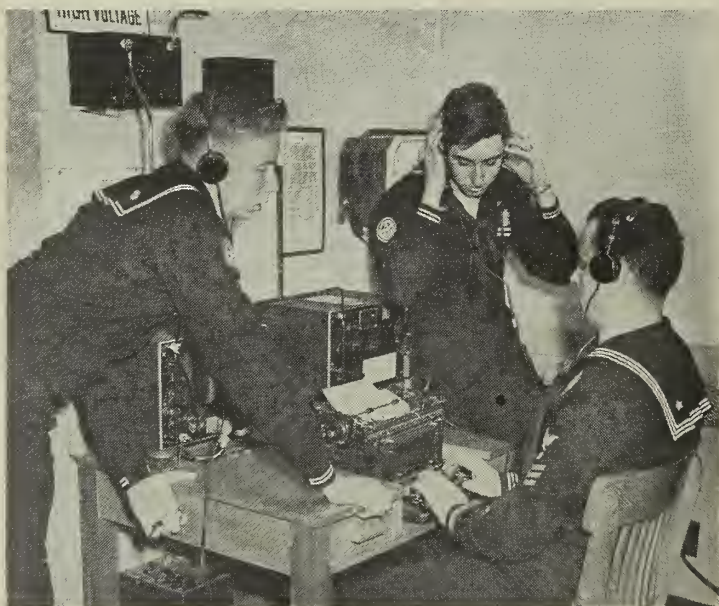
ComEleven contributed to a Southern California Mariner "gam," or get-together, by taking the participants on a conducted tour of San Diego harbor and local Navy activities.

The group included nearly a thousand girls—all capable of tying a fancy knot for a lanyard, pulling an oar with confident stroke, handling the sheets of a sailboat or taking its helm, and between times whipping up delectable chow with only the merest peppering of sand from the Mission Bay beach where they were encamped.

Cooperation with other branches of Senior Scouting is shown by a recent Air Explorer encampment at NAS Hutchinson, Kans., which brought together 285 Scouts and their leaders for a week-end of instruction and recreation. On the slate of activities were instruction in Link Trainers, survival techniques, hydraulics and navigation, and a 20-minute ride in Navy R4D transports. Saturday night "base liberty" for the Scouts—and their Navy escorts—included a recreation period, a Hollywood "thriller" and a snack and bull session before taps.

NTC Great Lakes plays a major part in Navy-Scout relations in the midwest, making "weekend boots" out of Senior Scouts who accept the Navy's hospitality.

Recently a group of 500 14-to-18-year-olds arrived at the Center for a two-day swimming meet. Under the supervision of Chief Machinist Lester



JUNIOR SAILORS learn about radio receivers from petty officer. Right: Scouts ready bunks for two-week cruise.

C. Sharon, USN, the group followed the same routine as a Navy recruit.

The Scouts were taken on a tour of the Center and attended Saturday night movies and Sunday morning chapel services.

They also underwent drill instruction by a Marine drill unit. They wound up their visit by passing in review. The best marching unit was presented a drill flag.

Perhaps the Navy's most far-reaching effect on Scouting comes through one-day tours of naval bases and individual participation in the Scouting movement. Tours of ships and stations have proved of special interest to boys and girls of all ages, from the smallest Cub Scout through the Senior Scout or Mariner. But if you can't explain why a hunk of steel in the form of a ship will float, or why a gun on a heaving ship can be aimed accurately, you'd never qualify as a tour conductor. And, according to word from sailors at the Charleston, S. C., Naval base, you'd better know how a submarine snorkel works, too.

USS Iowa (BB 61) didn't have any trouble, however, while playing host to the five dens of Cub Scout Pack 59 in Norfolk, Va. The 50-member pack topped off its fantail-to-forecastle tour with refreshments in the crew's mess. Later, each member of the pack was given an information booklet and a photo of the battleship to help him remember his Navy "tour."

Participation of individual Navy-men in Scouting, as Scoutmasters, Assistant Scoutmasters or troop committeemen leads to some unusual benefits for particular units. Witness Troop 163 in the Long Beach, Calif., community of Lakewood. Chairman of the troop's adult committee is a chief hospital corpsman—and the troop has the highest proportion of Scouts holding First Aid merit badges of any in the country.

At least one CPO has achieved a rare distinction through his tie-in with Scouting. The lucky chief is Alvin H. Bruene, GMC, USN, a recruiter in Pasadena, Calif., who has been made an honorary crew member of the GSMS *Sea Tiger*. That, as you may know, is a "Girl Scout Mariner Ship."

Sea Tiger's lone male crew member earned his membership by instructing the Mariners in seamanship, navigation and other phases of naval lore. Naturally he's willing to



MUSTER—Sea Scouts stand muster before embarking on cruise aboard destroyer. Navy's aid to Scouting ranges from brief shore tours to two-week cruises.

match his "shipmates" against the proficiency of any male Sea Scout unit in the country. In return for the honor paid him by the Mariners, Chief Bruene arranged for the girls to be "adopted" by the submarine *Charr* (SS 328) in an "all hands" ceremony conducted aboard the undersea vessel.

Nearly three-and-a-half million

Americans are actively engaged in Scouting, while over 21 million persons have played a part in U. S. Scouting since 1910.

Today's Scout is likely to be tomorrow's bluejacket, but whether he enters military service or not, the Navy will have done its bit to make him a better American.

—Barney Baugh, JO1, USN.



MEMBERS of Air Explorer Squadron prepare for flight in Navy Planes. LCDR R. C. Andrus, USN, helps Explorers with their gear at NATTU, Olathe, Kans.

Brief news items about other branches of the armed services.

★ ★ ★

TWENTY COAST GUARD CUTTERS, in addition to carrying out their normal duties of rescue and assistance at sea, law enforcement, patrols and readiness training in U. S. waters, are currently rotating duty on four North Atlantic stations, gathering important weather and navigation data for the ships, planes and meteorological offices of more than a dozen nations.

The four North Atlantic stations include "Bravo," a bleak expanse of 200 square miles between the Labrador coast and the southern tip of Greenland; "Coca," 850 miles east of lower Labrador; "Delta," 950 miles east of Nova Scotia; and "Echo," 1550 miles off Cape Hatteras. In addition, five other stations in the northeast Atlantic are maintained by several European nations.

The weather and navigation program grew out of the Allied war-time patrol to aid air and surface traffic between the U. S. and Europe. The program has been continued by the U. S., Great Britain, France, Canada, Belgium, Denmark, Ireland, Israel, Italy, the Netherlands, Norway, Sweden and Switzerland.

★ ★ ★

A JOINT CONTINENTAL AIR DEFENSE COMMAND has been established to coordinate all the military services for defense of the U. S. against enemy air attack. The Department of the Air Force has been selected as the executive agency and General Benjamin W. Chidlaw, USAF, who is commander of the Air Defense Command, has been named commander in chief of the new command.

Lieutenant General John T. Lewis, USA, will command the Antiaircraft Command, which will be the Army's element of the new joint command. Naval elements assigned to the new command will be under the guidance of Rear Admiral Albert K. Morehouse, USN.

In addition to the permanent force which will be assigned to the Continental Air Defense Command, provisions have been made for the new command to utilize all available Army, Navy, Air Force and Marine Corps forces which can contribute to a more effective air defense of the U. S.

This new joint command will also provide for a single military agency to deal with the development of coordinated plans and requirements with other federal, state and civilian activities concerned.



NIGHT INTRUDER is the name this B-57 goes by. It's U.S. Air Force's version of the Royal Air Force's Canberra.



ARMY technicians in top four enlisted pay grades will be wearing 'specialist' rating badges instead of chevrons.

THE ARMY HAS ADOPTED new rating badges to distinguish between leaders and technicians in the top four enlisted pay grades.

Previously all men had worn the same chevrons. Now, however, the specialists will wear a distinctive badge (see picture) and will no longer be known as "non-commissioned officers."

Men in pay grade E-7 will be master specialists; E-6, specialist first class; E-5, specialist second class; and E-4, specialist third class. All will be addressed as "specialist," regardless of pay grade.

The dividing line will be between those men doing work involving leadership and those performing clerical or administrative work. Present plans call for the change over to go into effect on 1 Jan 1955.

★ ★ ★

A SUBMARINE TELEPHONE cable system linking Skagway, Ketchikan and other Alaskan points is now under construction, according to the Army, and an 800-mile civilian cable is being planned to connect the Signal Corps' 370-mile layout with Port Angeles, Wash.

The entire cable system is expected to be completed by late 1956 and will provide a capacity of 36 telephone circuits. Current telephone service between Alaska and the U. S. is handled by 14 radio and land-line circuits operated by the Alaska Communications System, a Signal Corps branch. Certain of these facilities will be continued on a supplementary basis.

ACS also operates some 45 separate stations which furnish direct telephone and telegraph service to all major cities and military installations in the territory. The system of landlines, submarine cables and radio facilities connect at various times with more than 300 government and privately-owned radio and telephone stations in the smaller towns and at canneries scattered throughout the 600,000-square-mile area. Personal as well as military business is handled over the system, which was authorized by Congress in 1900.

★ ★ ★

A PLAN TO CONTROL THE "SKY GLOW" over large cities in time of war has been designed by the Federal Civil Defense Administration and the Department of Defense to eliminate the need for complete blackouts.

The objective of the plan is to reduce "sky glow" by 75 per cent. Sky glow is defined as the towerlike shaft of light reflected from the normal lighting pattern of a modern city, which is visible at high altitudes.

In addition, the reduction of lighting in specified areas by 75 per cent would minimize the danger of silhouetting vessels against coastal lights.

The control of sky glow would eliminate the need

for complete blackouts. Under the control plan, outdoor advertising lights and exterior floodlights which contribute to sky glow would be restricted. Street lights would be shielded to reduce upward light. Within lighting control areas, motor vehicles would use parking lights on well-lighted roadways and low headlight beams on unlighted or poorly lighted highways.

With modern navigational aids, including electronic devices, aerial combat crews of an enemy could guide aircraft to designated targets and hit them with relatively good accuracy without relying on visibility of the ground. However, these combat crews would welcome any assistance which might serve as a check on the accuracy of their instruments and positively identify their target—sky glow is just the assistance they need.

By checking the location of sky glow from one city against that from another city and comparing their size, brilliance and relationship, an enemy navigator could fix his location on his map with greater certainty.

★ ★ ★

VETERINARY OFFICERS of the Army and Air Force are taking a special course set up at the Oak Ridge Institute of Nuclear Studies, Oak Ridge, Tennessee. The officers receive training in evaluating the effects of radiation from atomic weapons on foods and food-producing animals.

Veterinary officers have been responsible for determining the wholesomeness and quality of foods for troops since World War I. This new course, first of its type in the U. S., is specifically designed to prepare the officers for their responsibilities in atomic defense.

During the two-week course the officers will learn ways and means of determining whether or not food or food-producing animals exposed to radiation are safe for human consumption.

★ ★ ★

MEMORY TESTS—Tests designed to show how much Army enlisted personnel remember of their basic military training are being given to more than 15,000 men in active Army and the Enlisted Reserve.

The results of these tests will be used to provide data upon which refresher courses may be planned for those men now in service and for Reservists who may



DRAG PARACHUTES are now standard equipment for B-47 Stratojets. The USAF bomber is in the 600-mph class.

be recalled to active duty in the event of increased or total mobilization.

The tests are expected to provide a guide as to how proficient Army personnel are in retaining basic military knowledge, how much retraining is required to bring them to their former level of proficiency and what areas of knowledge would require special emphasis.

★ ★ ★

A NEW TROPICAL UNIFORM is in the testing stages for the Air Force. It consists of Bermuda-type shorts and knee-high stockings.

At present some 50 officers and men at MacDill Air Force Base, Fla., are wearing the new uniform on an experimental basis. If the tests prove promising, a new order concerning tropical uniforms may be issued.

The entire uniform is made up of a short-sleeved, open-necked shirt; shorts; wool stockings and standard sun helmet. For formal wear: slacks and bush jacket.

The men testing the new uniform were selected from various organizations at MacDill to insure an all-round test under a variety of working conditions.

The evaluation of the uniform will be determined by a series of test questions which will be taken by the men at the conclusion of the experimental period. Some of the uniforms are also being sent to the Air Development and Research Command headquarters for further experiments.



FOUR WHEEL 'MULE' replaces traditional version. Right: High maneuverability makes it able to traverse rugged terrain.

LETTERS TO THE EDITOR

Cut-off Scores for Advancement

SIR: I have passed the fleet-wide DK3 competitive exam three times, the last time with a final multiple of 63.75. What is the lowest Disbursing Clerk multiple which had been rated by 16 May 1954?

The ship I'm on, a destroyer, rates a DK2. For the last year one seaman, and part of the time two seamen, have taken care of disbursing, but neither is a Class "A" School graduate. If BuPers has so many rated DKs why hasn't the ship been assigned the disbursing rate allowed?—A. R. E., DKSAN, USN.

• Sorry, but it is not practical to provide the final multiple cut-off scores for advancement in rating on a service-wide basis, so BuPers does not furnish this information in individual cases. In your particular case, your examination score was reviewed and it was found that your final multiple score was not sufficiently high to warrant your advancement.

Vacancies for a particular rating are determined on service-wide basis. Regarding the cases of individual ships and activities, information about local excesses or shortages in a particular rating would have to come from the Type Commander.—Ed.

Competitive Examination System

SIR: I would like to know if there is any type of directive or instruction authorizing a commanding officer to rate or request a man to be advanced to third class petty officer.

The man in question has met all requirements for advancement to pay grade E-4 and has passed the Fleet-wide competitive examination twice. He has not been rated due to the quota limitations.—J. M. P., SN, USN.

• There is nothing in effect which permits a commanding officer to advance a man in rating to pay grades E-4, E-5, E-6 or E-7 without regard to the service-wide competitive examinations.

The Chief of Naval Personnel feels that service-wide competitive examinations are the best means of determining which men are to be advanced to fill service-wide vacancies. Any deviation from advancement in strict accordance with final multiple standings would weaken the competitive examination system and have a harmful effect on the morale of others who pass the examinations but have not been advanced. It is suggested that you review the article on page 52 of the May issue.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Promotion to CPO

SIR: Since advancements in rating to E-7 are now being effected in four increments, can a man who was promoted to E-6 in October 1952 take the exams in February 1955 for possible promotion in one of the increments in or following October 1955?—T. J. S., RD1, USN.

• Negative. A man in the case you gave would not be eligible to take the examination for advancement to E-7 until February 1956 when he would have the required "36 months or more" in rate.

Advancements in rating to pay grade E-7 were effected in four increments in order that the greatest possible number of eligible personnel could be advanced. This will have no bearing on the terminal eligibility date for advancement to CPOA.—Ed.

Teleman to Postal Clerk?

SIR: Could you please inform me as to whether the Navy plans to change TEMs back to mail clerk? I also would like to know if the Navy is placing Navy mail clerks in Fleet Post Offices in the states or overseas. If so, what kind of request should be submitted to BuPers?

—R. H. W. JR., TEM3, USNR.

• Research is now in progress to determine the feasibility of removing postal duties from the Teleman rating and establishing a separate rating of Postal Clerk. As an estimate, it will be about six months before there will be enough statistics available to make a decision.

Stateside Fleet Post Offices are manned mostly by civilians, but TEMs are used in overseas FPOs. If you are eligible for overseas shore duty your best bet is to submit a special request through regular channels, stating the duty you desire.

Your local Personnel Office can handle it from there.—Ed.



Teleman

Exams for Warrant Grades

SIR: I am a bit confused regarding the status of an enlisted man hoping for promotion to warrant officer. In your April issue, page 27, a PO1 asked for information concerning the examination and possible study materials needed to prepare himself for warrant. In your reply you stated, "Warrant officer appointments are now made by a selection board based on the evaluation sheets."

In the May issue of ALL HANDS, page 44, an article in the Bulletin Board section states that an "examination will be given for promotion to the grade of commissioned warrant officer." Now my question is this—does one receive an appointment to W-1 and take a competitive examination in his chosen field for W-2?

I am also wondering if I'm still eligible for promotion to warrant. I enlisted in the Navy in 1937 and have attained the age of 35.

Am I still eligible for selection?—F.A.R., ADC, USN.

• W-1 appointments are still being made by a selection board without a competitive examination. However examinations for appointment to W-1 will be established in the future.

It is expected that promotion to W-2, W-3 and W-4 will be done by examination in the future, as with all other permanent commissioned officers.

You are still eligible for selection to W-1 and current plans are to convene another warrant selection board in the near future. At that time all PO1s and CPOs who have at least six years' naval service on 1 Jan 1954 and have not reached their 40th birthday, if originally enlisted prior to 30 Sep 1945, or have not reached their 35th birthday if enlisted after 30 Sep 1945, will be considered.—Ed.

Marks Toward Good Conduct Medal

SIR: During a recent discussion among the yeomen and personnel men in the office, the question arose as to whether the marks acquired in the first year of the first enlistment counted toward a good conduct medal. Can you give us the straight scoop?—D. L. S., YN3, USN.

• Take a quick check of "Navy and Marine Corps Awards Manual" (NavPers 15,790—Rev. 1953), Part III, Section 1(6), and you'll find that all marks in proficiency and conduct are to be used in determining the person's entitlement to the Good Conduct awards.—Ed.

48 Hours, Leave or Liberty

SIR: Could you supply some information concerning the charging of leave? Can a man be granted a 48-hour leave? How about an officer? If the answer to the first question is yes, what if a man requests, is granted and goes on 14 days' annual leave commencing 13 Sep 1954 and returns to duty on the 16th at 2330 stating that he no longer desires to continue his leave. How would his papers be processed?—F.S.K., YN1, USN.

• It is the prerogative of the commanding officer granting a 48-hour absence to determine whether such absence will be charged as leave. It is possible and permissible for a member to be granted a 2-day (48-hour) leave.

For example, a member desires to be absent for personal reasons from 1200 Tuesday 27 September until 1200 Thursday 29 September. The commanding officer could grant such absence as either leave or liberty. If he feels the absence during these working days would interfere materially with normal production, he is fully justified and should charge the member with two days' leave (28 and 29 September).

Authorized absence granted as leave and taken by a member, either officer or enlisted, commencing 0001, 3 Sep 1954, to expire on board 0655, 6 Sep 1954, amounts to two days leave chargeable on his leave record (4 and 5 Sep 1954). If a man is granted and goes on 14 days' annual leave commencing 14 Sep 1954, and returns to duty on the 16th at 2330 stating that he does not desire to continue his leave, he should be charged with only two days' leave (15 and 16 September).—Ed.

Transfer of HMs and HN's to Fleet

SIR: I'm a hospital corpsman attached to the Fleet Marine Force in Korea. In March 1955, my tour with the Marines will be completed and I'll be rotated back to the U. S. Most hospital corpsmen thus rotated are assigned to ships in the Fleet for sea duty. What would be my chances, and how would I go about it, to get assigned to a ship in the Atlantic Fleet?—J.C.O'S., HN, USN.

• Personnel attached to FMF units in Korea currently are rotated to the U. S. for leave and reassignment by ComWestSeaFron whereby their services are utilized in the Pacific Fleet until they have completed their required sea duty as outlined in BuPers Inst. 1306.20A, or until their enlistment expires.

You may submit your request through official channels to BuPers for transfer to the Atlantic Fleet. However, Article C-5203(4) BuPers Manual states: "Requests for transfer of enlisted personnel between widely separated commands,



USS WALTER B. COBB (APD 106)—This high speed transport was 'control vessel' during landing exercises of Atlantic Fleet units on island of Crete.

such as between the Pacific and Atlantic Fleets, will not be approved except upon showing of genuine hardship or for humanitarian reasons; and such requests should be accompanied by substantiating affidavits." BuPers Inst. 1306.24 outlines the policy for applying for a humanitarian transfer.—Ed.

Music for 'Songs of the Sea'

SIR: Where do you get the source material for your fixture "Songs of the Sea?" Do you have the music for the songs?—E. A. T., CDR, USN.

• Our "Songs of the Sea" are taken from various sources including books, periodicals and people. Two fine compilations are "Naval Songs," a collection of original, selected and traditional sea songs, songs of sailors and shanties, (also spelled chanteys) compiled by Rear Admiral S. B. Luce, USN, (published in 1902 by Wm. A. Pond & Co., N. Y.); and "The Book of Naval Songs," collected and edited by the Trident Society of the U. S. Naval Academy at Annapolis, Maryland. Both of these books include the music for the songs.—Ed.

WOs and G.I. Bill of Rights

SIR: The warrant officers on board are interested in information concerning eligibility for G.I. Bill of Rights. Are WOs eligible for tuition, subsistence, etc., for entry into schools upon reverting to permanent rate and entering the Fleet Reserve? Can both subsistence and retainer pay be collected?—G.A.M., CHB-OSN, USN.

• The term "eligible veteran" means any person who has served in the active services of the armed forces at any time during the period 16 Sep 1940 and 25 Jul 1947 and/or during the period from 27 Jun 1950 to a date yet to be deter-

mined by the President or Congress; (b) has been discharged or released from such service under conditions other than dishonorable; and (c) has served on active duty for at least 90 days unless discharged sooner for a service-connected disability. (Korean GI eligibility requires that a veteran be on inactive duty at time of application).

Membership in the Fleet Reserve does not in itself disqualify an individual from receiving the benefits available to veterans through current legislation. Persons transferred to the Fleet Reserve are veterans and, as such, are entitled to the benefits available, the same as any other veteran. The receipt of retainer pay is not considered "income" and is hence not taken into consideration in establishing eligibility for, or in computing the extent of, veterans' benefits.

Persons transferred to the Fleet Reserve are released to inactive duty on the date of such transfer unless an order to the contrary has been received. When released to inactive duty you will receive a "Report of Separation from the Armed Forces of the United States" (DD Form 214). This document is evidence of "discharge or release" and fulfills the documentary separation requirement for entitlement to veterans' benefits.

Persons now being released to inactive duty and transferred to the Fleet Reserve may be eligible for the benefits of both the World War II and Korean G.I. bills. The important thing to remember is the deadline dates for making application for these benefits.

Contact your local Veterans Administration office at the time of your transfer to the Fleet Reserve and talk over your eligibility with them before making your plans for the future.—Ed.

Marine Had 'Sally Detail'

SIR: I was interested in your item in the August issue concerning "Sally Ship" as I was involved in a very serious undertaking of the same type in World War II. The transport *uss Kenmore* (AP 62) had discharged the major portion of her personnel load of the 9th Marine Defense Battalion and two Seabee battalions at Guadalcanal one day in early December 1942.

There was still considerable cargo left on board at the end of daylight so she was ordered across Sealark Channel to the safety of Tulagi for the night. I was left on board as senior Marine to supervise the discharge of the remainder of the men and equipment.

Early the next morning we were underway to the 'Canal to finish the job. Just as we were approaching the exit to the anchorage at Tulagi at dawn, there was a sickening shudder as old *Kenmore* hung up on a reef or bar. To make matters worse we were being stalked by a Japanese submarine, for which the grounded transport was a sitting duck.

While a DE and several TBFs circled around and dropped depth charges, a tug tried to pull us free. We were making no progress, so all troops and available crewmen were ordered to the boat deck and we went through the procedure of "sally ship" as outlined in your article.

In a few hours we floated free and continued with our mission. I was in charge of the Sally Detail, which so far as I know is the last time that this time-honored evolution has been used to work a major sized ship off the bottom.

Thought you might be interested in the above, and if it isn't too much trouble would like to know what ever happened to that ancient bucket of rust, *uss Kenmore*—E.A.D., LCOL., USMC.

• *Thanks for the interesting tale. Anyone else ever get involved in "sally ship?" As for your question concerning Kenmore, she was converted into the hospital ship uss Refuge (AH 11) in 1944 and then disposed of through the Maritime Commission in 1946.—Ed.*

Rules of the Road in Drydock

SIR: When my ship, *uss Floyd B. Parks* (DD 884) was in drydock the following question came up. Should anchor lights be turned on at sunset when a ship is in drydock?—F. M. S., QMC, USN.

• *We asked an expert in the Admiralty Division of JAG, and here is his reply: There is no single answer to your question because there is no single type of drydock. Accordingly, the subject must be broken down as follows:*

Graving dock—a drydock of concrete construction, fixed permanently to the land is not a vessel, within the meaning of the Rules to Prevent Collisions. A vessel which has entered such a drydock, has temporarily left her natural element completely and become a land object. Accordingly, any type of marine signal would be completely inappropriate, either for the ship or the dock except that the latter would probably have her gates lighted.

Floating drydock—a vessel which has entered a floating drydock is in no sense of the word an anchored vessel. She is, however, temporarily attached to, and a part of, another craft which may be anchored. It would seem proper therefore, to display her anchor lights if required to do so by the drydock, the result being the same as though the lights belonged to the dock itself instead of to the docked ship. Ordinarily the dock would display its own lights, of course, and the instance of her needing to utilize those of her burden would certainly be rare.

Open end dock—there is the possibility that, in the case of an open end dock, the docked vessel might project a short distance beyond the sill of the dock. Under such circumstances, a white light should mark the extent of the projection.

Aircraft warning lights—if mounted and normally used, aircraft warning

lights should always be turned on at night in any kind of drydock. They are not properly within the purview of the Inland or International Rules.

While we're on the subject, chief, you might be interested in hearing the answer to another question recently answered by the Admiralty officers. They were asked: "Should a vessel which is maneuvering near a pier with an anchor down to aid in controlling her movements, display the lights of a ship underway or the lights or day signal of an anchored craft?" Here's JAG's answer to that one. A vessel with her anchor on the bottom which is nevertheless moving over the ground is a vessel underway for the purposes of the Rules of the Road and should display the lights of the vessel underway and not the lights or day signal of an anchored ship.

This is so because the purpose of an anchor signal is to inform other vessels that the ship displaying such signal is in a relatively fixed position in order that an approaching craft can predicate her own movements upon the assumption that the other vessel will not be moving over the ground. Accordingly, it would be misleading for a vessel to display an anchor signal when she was in fact moving, be it ever so slowly.

JAG went on to say: "Such a general statement of law as the foregoing is, of course, subject to modification by a well established local custom, having the force of a local rule within the meaning International Rule 30. Accordingly, it is suggested that inquiry be made as to the possible existence of any such custom in the Japanese ports in which your vessel may operate."

We've given you a long answer, chief, because we feel that these matters will be of importance to all QMs, OODs, and others who stand deck watches, from small ship to large.—Ed.

Loss of Sarsi

SIR: I wonder if you could give me any information on the sinking of *uss Sarsi* (ATF 111). How many of her crew were saved?—L.C.C., QM1, USN.

• *Here's the story. At midnight on 27 Aug 1952, uss Sarsi (ATF 111) was lost off the coast of North Korea when she struck a mine. She sank in 20 minutes.*

The ship was unable to send out a distress signal before she went down since the blast had immediately knocked out all communications equipment. However, three other ships in the area, uss Boyd, (DD 544), uss Zeal (AM 131) and uss Competent (AM 316), became alarmed when they could not make radio contact with Sarsi. They then instituted a search which led them to the survivors.

Rather than swim to the Communist-held shore, the survivors of Sarsi stayed in the sea for seven hours, clinging to life rafts, a whaleboat and life preservers. The three ships rescued 92 of the tug's 97-man crew. Two men were reported killed and three were reported missing. One of these was later reported killed in action.—Ed.

Marks in Seamanship

SIR: I work in a personnel office and we have had quite a lively discussion going on concerning the rates that should be assigned "Seamanship" marks on the quarterly marks card.

I maintain that only the Deck and Gunnery rates should get these marks but there are quite a few people on the other side who maintain that all ratings should get marks in Seamanship. Will you please clarify this for us?—C.L.C., YNSN, USN.

• *You are correct. Normally only the Deck and Gunnery rates should be marked in Seamanship. However, when men holding other ratings are performing seaman's duties, they too get marks in Seamanship. That is the only exception.—Ed.*

Island on the Starboard

Sir: Can you tell me if there is any practical reason for the island on a carrier to be on the starboard side? Also is the arresting gear on aircraft carriers made of wire or nylon?—C.C.M., BM3, USN.

• We've been waiting for someone to ask us that first question and we have three good reasons all wrapped up and ready for delivery. First and foremost, the island is on the starboard side because reciprocating engine aircraft tend to be forced to the left by torque when power is applied suddenly. With the island on the right this means that the plane will drift away from the island instead of toward it.

Secondly nearly all airfields ashore have "left-hand" traffic patterns; left hand turns were the rule long before carrier aviation became common.

Last but far from least, the engine controls (throttle, propeller pitch, mixture control and so on) in single-engine aircraft are on the left side of the cockpit and are operated by the left-hand.

Therefore it is easier for the pilot to make left-hand turns than right-hand turns.

For your second question both wire and nylon are used, but in different ways, as arresting gear aboard the flattops. The arresting wires which the conventional planes hook onto are made of wire, but the jet planes are often stopped by a barricade made of nylon webbing.—Ed.

Dependents' Transfer from Overseas

Sir: I am considering making application for a commission under the provisions of BuPers Inst. 1120.7A and have a question concerning dependents' travel and the movement of household effects at government expense.

All other instructions concerning transfer of men to the Officer Candidate School at Newport, R. I., specify that dependents' travel and movement of household effects at government expense are not authorized. No mention of this provision is made in BuPers Inst. 1120.7A. Does it apply in this case?

If it does, what disposition of dependents and household effects may one anticipate in a case such as mine? I am attached to a non-rotated squadron, at an overseas base, with dependents on station. We occupy government quarters and could not remain in them.

Would dependents' travel and shipment of household effects to my home of record be authorized, as a complete change of status would probably be effected upon completion of the duty under instruction?—W. D. R., QMCA, USN.

• Personnel ordered to temporary duty at an officer candidate school are



CARRIER ISLANDS are located on starboard side for reasons of safety. F9F-6 'Cougar' lands on flight deck of USS Midway (CVA 41) during NATO exercise.

limited to shipment of their temporary weight allowance from the last duty station to the school. Upon commissioning, shipment of your permanent weight allowance of household goods is authorized from the home and/or last permanent duty station to the new permanent duty station. Shipment (limited in cost) may also be made from and to some other place.

However, for persons detached from overseas duty stations ordered to proceed to the U. S., there are additional special provisions which might apply. Therefore, it is suggested that you contact the Bureau of Supplies and Accounts furnishing detailed information as to your problems and the services you desire.

Transportation for dependents would not be authorized at government expense to Newport, R. I., since the course of instruction at OCS there is less than 20 weeks' duration. Your dependents would be returned to a port of entry in the U. S. at government expense. Any further travel on their part would be at your own expense subject to reimbursement upon your subsequent assignment to a new permanent duty station. The amount of reimbursement may not exceed the authorized allowance from the port of entry direct to your new permanent duty station.—Ed.

Transfer from Fleet Shore Duty

Sir: Can a person who has been rotated to Fleet Shore Duty in the U. S. from an overseas activity, not of his own request, put in for recruiting duty or any other duty in the states?

As a case in point, I had to do 24 months overseas before becoming elig-

ible for shore duty. Before I completed that time and could put in a request for my desired duty, I received orders to the U. S. Upon reporting to my new duty station I was informed that I couldn't put in for any other duty except overseas duty.—W.E.D., YN2, USN.

• While serving on Fleet Shore Duty, it is not permissible to submit a request for Bureau of Naval Personnel shore duty. You may, however, submit a request via your commanding officer to your type commander, for transfer to another activity within the same administrative command. Should you be transferred to sea duty or overseas shore duty prior to completion of 12 months ashore, you may then submit a request for a normal tour of shore duty if you are otherwise eligible.—Ed.

Eligible for Good Conduct Award

Sir: Would you explain the meaning of "continuous active duty" as applied to Good Conduct Awards?

I am of the opinion that broken service of less than 30 days during the course of a three-year period does not disqualify an individual for an additional award. How about it?—W.K.J., DCC, USN.

• Good Conduct Awards for service after 15 Aug 1945 require continuous active service. However, a period up to 90 days between enlistments is not considered a break in continuous active service although such time cannot be counted as eligibility time for the award.

In the case of a Reservist, inactive duty of less than three months does not disqualify an individual for an additional award, but here again the period of inactive duty is not creditable in computing the eligibility date.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- *uss Dubuque* (PG-17) — A reunion will be held at the Broadhead Naval Armory, Detroit, Mich., on 6 November. Contact Roger Richards or Ed Vahlbusch, 20101 West Seven Mile Road, Detroit 19, Mich.

- *VPB Squadron 208* — The third reunion of former officers serving in VPB 208 is being held in Detroit, Mich., in June 1955. Write to Wes Roeser, 5016 Orchard St., Dearborn, Mich., for full information.

- *uss Leedstown* (AP 73) — *uss Leedstown* Survivors Association will hold their annual reunion and dinner 6 November at Dunhall's Restaurant, 1440 Broadway, New York, N. Y. Contact Frank A. Wiseman, 126 West 82nd Street for reservations.

- *University of New Mexico NRO-TC* — Members of class of October 1945 who are interested in an Albuquerque reunion during 1955 Homecoming contact Chairman H. Willis, 613 Dakota SE, Albuquerque, N. M.

- *uss LST 736* — It is proposed to have a reunion of the men who served on board *uss LST 736* during World War II, with time and place to be designated by mutual consent. Those interested contact E. L. Robinson, 400 Fifth St. SE, Minneapolis, Minn.

LDO Selection

SIR: After taking the examination for LDO (limited duty officer) appointment I was told that unsuccessful applicants would be informed whether they passed or failed the exam. No one to my knowledge has been notified as yet. Are these letters forthcoming, or is the selection list considered sufficient notification?

I would also like to know if it is true that unsuccessful LDO candidates are automatically placed on the warrant officer eligibility list and, if so, what would be my status on the list?—P.V.H., EN1(SS), USN.

- *The In-Service Procurement Section of BuPers* has come up with the following answers for you:

1. The LDO selection test has no passing or failing grades and a candidate's achievement in this test is determined by his relative standing among all the candidates who took the test. It is not the policy of the Bureau to announce such scores.

2. The LDO selection board's recommendation for each year's program will be published in a BuPers Notice. Ordinarily candidates are not notified if they are not selected; however, certain candidates who have twice failed of selection due to quota limitations, but whose qualifications are considered outstanding, are notified by individual letter authorizing them to reapply, provided they are still qualified in all other respects.

3. Candidates not selected for LDO will not be placed on the warrant officer eligibility list. Appointments to warrant grade are made by selection boards, convened periodically as the needs of the service require. The Bureau's current plans call for the convening of another warrant officer selection board in the near future, and all POs and CPOs who have at least six years' naval

service on 1 Jan 1954 and have not reached their 40th birthday, if originally enlisted prior to 30 Sep 1945; or have not reached their 35th birthday, if enlisted subsequent to 30 Sep 1945, will be considered by the board.—Ed.

Use of Term 'NJC'

SIR: A controversy has arisen regarding the use of the abbreviation "NJC" when referring to Navy Enlisted Classification code numbers. Some of my buddies think that the abbreviation was dropped when the new "Navy Enlisted Classification Manual" became effective, but I say that "NJC" may still be used when referring to enlisted classification code numbers. Is this correct or not?—J. L. H., YN2, USN.

- "NJC" is a well-known and recognized term which continues to be used Navy-wide in reports, instructions, personnel records and forms. No official action has been taken to eliminate the term from usage.

The change in title from "Manual of Enlisted Navy Job Classifications," NavPers 15105 (Revised), to "Manual of Navy Enlisted Classifications" NavPers 15105 (Revised), was made to emphasize that the manual is primarily a means of identifying skills possessed by enlisted personnel and requirements of ships and stations.

The word "job" was deleted from the title because it gave rise to a misinterpretation of the purpose of classification codes. Many commands thought that the manual defined every task and duty performed by enlisted men aboard ship and at shore stations, which is not the case.—Ed.

Language School

SIR: I am a radioman with a little over three more years to do in the present hitch. I am very much interested in languages, and I can speak a couple fluently. I'd like to go to a Navy school

and study to be an interpreter. Are there any such schools?—D.J.B., RMSN, USN.

- The only school the Navy has for foreign language instruction is the Naval School, Naval Intelligence. However, enlisted personnel are not eligible for instruction at this school unless they are being ordered to a billet where knowledge of a foreign language is required.—Ed.

Applying for Fleet Reserve

SIR: In a past issue of your magazine you stated that an application for transfer to Class F-6 in the Fleet Reserve may be submitted upon completion of 18 years' and six months' active service. I have been unable to find any authority for such an application and wonder if you could tell me where to find it?—J. E. C., BTC, USN.

- The Naval Reserve Act of 1938 as amended by Public Law 720 (79th Congress) provides for the transfer of members of the Regular Navy to the Fleet Reserve upon completion of 20 years' service and authorizes 6 months to count as a full year's service. Thus transfer to Class F-6 of the Fleet Reserve may be accomplished upon completion of 19 years' and 6 months' of service and receive credit for 20 years' service.

The application for transfer may actually be submitted one year in advance of the effective date thus allowing application to be submitted upon completion of 18 years' and 6 months' active service (see Art H-9404, "BuPers Manual"). However, this does not mean you transfer then; you still have to serve the full 19 years and 6 months before transfer can be accomplished.—Ed.

Where Do YOs Get Their Names?

SIR: We have been trying to find out how the following yard oilers got their names: Bullwheel (YO 46), Casinghead (YO 47), Crownblock (YO 48) and Whipstock (YO 49).

The Bluejackets Manual states that YOs do not have names, and all other sources of information have failed us. How about it?—G.R.R., EM3, USN.

- The YO-46 class mentioned in your letter were named in 1941. Two others not mentioned were the Gauger (YO 55) and Derrick (YO 59).

Yard oilers with a capacity of 10,000 barrels are named for oil field terms. The YO-46 class are about 235 feet. Other self-propelled YOs are 150 to 175 feet, have capacities of 5000 to 6750 barrels, and are not named.

Active service craft can be either "in commission" or "in service" dependent upon type of employment.

The YO-46 class were "in commission" during WWII but are now either "in service" or "in service in reserve."—Ed.

Uniforms for Hot Weather

SIR: I would like to know if the Navy has ever given consideration to adopting a summer uniform which would eliminate the blouse of dress khakis, and would be accepted for off-station wear.

The other services already have adopted such a uniform for optional summer dress.

A uniform along the suggested lines would be appreciated in tropical areas, and almost as much so in cities where summertime temperatures and humidity rise to extremely high levels. If deemed appropriate, local SOPAs might stipulate that such a summer uniform without blouse could be worn only until 1800 or sunset.—A.M.P., JR., LT-JG, USNR.

• SecNav approved on 5 Jun 1954 an alternate tropical white (and khaki) uniform which may be prescribed by competent authority (see ALL HANDS, September 1954, p. 37). It consists of open-neck short-sleeve white shirt with collar insignia, white service trousers, white shoes and socks, and white cap covers. The uniform is considered to be cool, practical, and good looking enough for summer dress occasions as well as for duty. Specifications will be promulgated in the next change to "Uniform Regulations."

Uniform Regs provide several different uniforms for hot weather—including tropical white or khaki uniform; service dress khaki with or without coat, khaki working uniform, white service, full dress white for ceremonies, and dinner and evening dress white (or white jacket) for social occasions. However, most commanders authorized to prescribe uniforms prefer service dress khaki as most appropriate and practical.—Ed.

Explosive Disposal Ordnanceman

SIR: I understand that an insignia of some sort was being designed for Explosive Ordnance Disposal personnel.

Has there been such an insignia adopted or is the plan still under consideration?—W. P. B., ENS, USNR.

• No insignia for Explosive Ordnance Disposal officer personnel has been adopted nor is any being planned. Such an insignia would not be in conformity with insignia normally authorized for officers.

What you are probably thinking of is the distinguishing mark "Explosive Disposal Ordnanceman," authorized for enlisted men in 1949.—Ed.



Explosive Disposal Ordnanceman

What to Study for LDO Test

SIR: I have made application to take the test for Limited Duty Officer and have run up against a stumper. I can't get any idea of what to study to prepare myself for the tests. Can you tell me approximately what the exam subjects will consist of?—W.V.H., AC1, USN.

• The LDO selection test is divided into two parts: Part I measures general ability or aptitude rather than special achievement; Part II measures knowledge of Navy Administration, general knowledge of the Navy, seamanship and allied subjects.

There is no single pamphlet or other publication that will prepare a candidate for the LDO examination. Some of the following volumes, however, may be of value in reviewing for Part II of the examination: "Naval Orientation" (NavPers 16138A); "Watch Officers Guide;" "Bluejacket's Manual" and extracts from the "UCMJ."—Ed.

ARS Is for Salvage, ARV for Repair

SIR: It is noted that your article in the June issue concerning the salvage of the USS LST 291, ("Blasting Their Way to Safety") identifies USS Recovery (ARS 43) and USS Opportune (ARS 41) as "aviation repair ships." Both ships, properly designated as ARSs, are salvage vessels of the Service Force, U. S. Atlantic Fleet. It is believed that your writer confused the ARS with the ARV, which is truly an aviation repair ship.—C. F. S., CAPT, USN.

• Right you are, Captain, we were off-base. In the article the ships were identified as salvage vessels but somehow or other the captions came out wrong.

Guess we'll have to place the blame on "type lice" those pesky little devils that are forever fouling up good clean copy.—Ed.

'Day of Return is Day of Leave'

SIR: In our office there has been a heated dispute over the question of whether a member is entitled to leave rations and sea pay for the day of return to his ship if the time of return is after 0900. As an example, say John Doe goes on leave from his ship and departs at 0800 on 20 April. He returns on 25 April at 1600. That day counts as a day of leave. Is he entitled to both leave rations and sea pay for the 25th?—W. R. T., DK3, USN, and J. M. P., DK3, USN.

• Yes, he rates both. Since he returned after 0900, the 25th is a day of leave, and since he returned on that day he rates a day's sea pay. You might check paragraph 044060-2b (Item 4) of the "NavCompt Manual," which should be on your shelf. That gives the details.—Ed.

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Navy Packs Fight, Flavor in Tin Cans

"GREYHOUNDS of the Fleet," "heroic ships named after heroic men," "tin can," or just plain "rust buckets"—however you feel about them, destroyers are one of the most important ship types in the U. S. Navy today. Despite a continuing trend from jacks-of-all-trades to specialized types, yesterday's fleet workhorses are still hard-working and versatile men-of-war engaged in a big job.

Since it is no longer practicable to build a general purpose ship of the destroyer category to meet all the possible requirements of the type, the movement is toward specialization, with two or more ships working as units on a mission.

The resulting DDs, DDEs, DDRs and DLs are a far cry from their progenitors, having grown today to what was formerly a light cruiser stature. But they are still about the most all-around fighting ship the Navy has, capable of tangling with anything from an enemy submarine to a coastal battery or a battleship.

"Granddaddy" of today's invincible "small boys" was the torpedo boat

destroyer of the 1870s, a small, powerful craft used in the last days of the Civil War. By the beginning of the Spanish-American war in 1898, torpedo warfare had become an established threat, and the speedy, little torpedo boat destroyer (a name soon shortened to "destroyer") had become an established vessel.

Destroyers (DDs)—One of the Navy's earliest "destroyers" was USS *Bainbridge*, authorized in 1898. She weighed a mere 420 tons and was armed with two 3-inch/50s, five 6-pound cannon and two torpedo tubes. *Bainbridge* had a top speed of approximately 28 knots. She was followed by bigger, faster and more heavily armed DDs of the twentieth century.

When World War I broke out in Europe, Congress immediately authorized a shipbuilding program that included a large number of newly-developed "four pipe" destroyers, fighting mites whose missions included scouting and screening for the Fleet, fast torpedo attacks, smoke screens and hot gun actions. The famed "four pipers" (so-called be-

cause of their four stacks) were flush-decked, rakish greyhounds, able to make a maximum speed of some 32 knots and weighing in at an average 1200 tons. Their major armament consisted of four 4-inch and one 3-inch guns, and 12 torpedo tubes. Submarine detection gear, which had just been developed, and anti-aircraft guns were also included.

The building of 242 of these destroyers was authorized after the U. S. entered the war, and by 1918, destroyers had become the strong right arm of Uncle Sam's Fleet.

The Navy—along with other military forces—underwent a stand-pat period after the war, so no "tin cans" were added to the Fleet between 1919 and 1930. Between 1930 and 1935, however, 45 new destroyers were authorized. Then, from 1935 to 1940, the *Benson*, *Livermore*, *Porter* and *Craven*-class destroyers came into being.

The husky *Fletcher* class became the major Fleet destroyer in 1940 and remained in the top spot until 1944, when the prototype of the *Allen M. Sumner* class was commis-

SPRAY DASHES over bow of Navy destroyer USS *Zellars* (DD 777) during a refueling-at-sea operation in Atlantic.



sioned. The *Gearing* class, up until recently the largest of U. S. destroyer types, appeared in 1945.

Today's flush-deck design was first used in the *Fletchers*, compact little warhorses armed with five 5-inch guns in single mounts and two sets of quintuple tubes. (See center-spread). A total of 79 *Fletcher*-class DDs were laid down under the Navy's 1940-41 shipbuilding program, and another 53 were laid down in 1942 under a design which was modified to include lower fire control directors and flat-faced bridges. The *Fletchers* were the valiant "tin cans" seen in most World War II sea fights.

Roughly speaking, the *Gearing* and *Sumner* class destroyers are called "2250-tonners," an average standard displacement for the two types. The *Sumners* are also called "short hulled" in contrast to the 14-foot longer *Gearings*. Most of today's specialized destroyer types are converted hulls of these two classes and the *Fletcher* class. Important revamped types are DDEs and DDRs.

Escort destroyers (DDEs) have been redesigned from the straight destroyer to concentrate their attention beneath the surface. Although they are still prepared to do most of the regular DD jobs, DDEs carry more extensive submarine detection and destruction equipment, including forward-throwing rocket launchers. The Navy currently has approximately 33 DDEs, but only 22 of these were actually converted, the others being merely "modified" (ship "conversions" are listed as part of the yearly shipbuilding program, and funds for the necessary work are appropriated; ships which are "modified" have their changes financed from maintenance funds and are not considered conversions, although they may be reclassified).

Radar picket destroyers (DDRs) stress fighter-direction and long-range aircraft detection duties. The 36 DDRs now in the fleet are *Gearing* class ships, with torpedo tubes removed and additional radars installed. Only 12 of the DDRs are actual conversions, the remaining 24 being modifications. All of them are fitted with early warning radar to serve as long-range-warning vessels against aircraft.

The **destroyer leader (DL)** is the Navy's newest destroyer category. There are two types. DL-1 is the *Norfolk* type, designed originally as

a special class of anti-submarine vessel of cruiser size to engage in hunter-killer operations. At first designated a CLK (Cruiser, Hunter Killer Ship), *Norfolk* has a hull resembling those of *Juneau* class cruisers. *Norfolk* is presently the only ship of this type.

The second type of DL is the *Mitscher* class. These were begun as DDs but re-rated as DLs while building in 1951. Including *Mitscher* (DL 2), *John S. McCain* (DL 3), *Willis A. Lee* (DL 4) and *Wilkinson* (DL 5), they are the world's largest destroyers, weighing approximately 4400 tons fully loaded—more than ten times the weight of the Navy's first "small boy."

Mitscher class vessels were specifically designed and constructed as long-range fleet-type destroyers for anti-submarine duties. They carry the latest surface, underwater and anti-aircraft weapons. *Norfolk*, which will serve as a flagship for destroyer screens attached to fast carrier forces, is also equipped with the newest developments in communications equipment. Both the *Norfolk* and *Mitscher* classes are equipped with newly developed electronics devices for anti-submarine warfare.

Another new destroyer class is *Forrest Sherman* (DD 931), currently slated for completion in the fall of 1955. First provided for under the 1952-53 building program, six of the *Sherman* class "tin cans" are now under construction and contracts have been awarded for three others. Although not radical in design, the new class will have improvements in armament and increased freeboard forward. The entire structure above the main deck of the new vessels will be of aluminum, for maximum stability while maintaining minimum displacement. Standard weight of the *Sherman* class will be approximately 2850 tons.

Former destroyer types — Now we come to the one-time destroyer types that have been converted or modified right out of their own class.

DMs (light mine layers) and DMSs (high speed mine sweepers), while no longer listed as destroyers, are both modified destroyer types. In the listing of combatant ships of the U. S. Navy they are designated as "Mine Warfare Vessels." Present DMs are revision of *Sumner* class hulls—renamed the *Smith* class.

Still other groups of onetime destroyer types are now doing duty



TYPICAL DD—USS *Soley* (DD 707) is one of current 'greyhounds of fleet.'



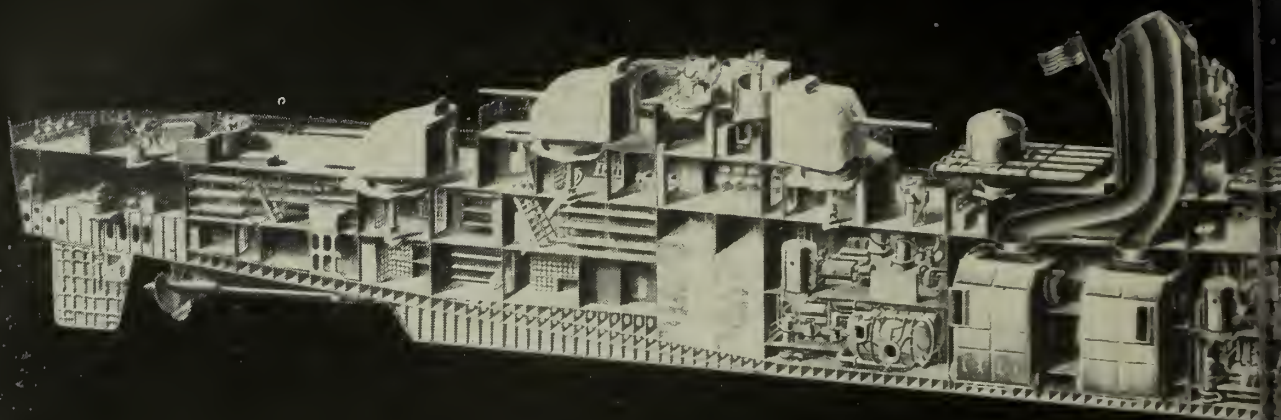
TYPICAL DDEs, DDRs — USS *Jenkins* (DDE 447) and USS *Turner* (DDR 834).



TYPICAL DL—USS *John S. McCain* (DL 3) is among new destroyer types.



TYPICAL DESTROYER



1—SAIL LOCKER

2—STEERING GEAR ROOM

3—20mm MAGAZINE

4—TRUNK

5—ORDNANCE STOREROOM

6—CREWS QUARTERS

7—20mm AMMUNITION MAGAZINE

8—5-INCH AMMUNITION HANDLING ROOM

9—STOREROOM

10—CREWS QUARTERS

11—STOREROOM

12—LOCKER AND FAN SPACE

13—STOREROOM

14—5-INCH AMMUNITION HANDLING ROOM

15—CREWS W.C.

16—CREWS QUARTERS

17—40mm AMMUNITION
MAGAZINE

18—FAN ROOM AND
GUN CREW SHELTER

19—EQUIPMENT ROOM

20—CREWS WASH ROOM—

AFTER BATTLE DRESSING STATION

21—PASSAGE

22—5-INCH AMMUNITION HANDLING ROOM

23—AFT ENGINE ROOM

24—TORPEDO AND ORDNANCE WORK SHOP

25—AFT FIRE ROOM

26—MEDICAL STOREROOM

27—PASSAGE

28—BATTERY CHARGING ROOM

29—LAUNDRY

30—FORWARD ENGINE ROOM

31—GALLEY

32—UPTAKE SPACE

33—FORWARD FIRE ROOM

34—SEA CABIN

35—EQUIPMENT ROOM

36—BREAD LOCKER

37—CHART HOUSE

38—RADIO ROOM

39—TRUNK

40—RADIO CENTRAL

41—PLOTING ROOM

42—PILOT HOUSE

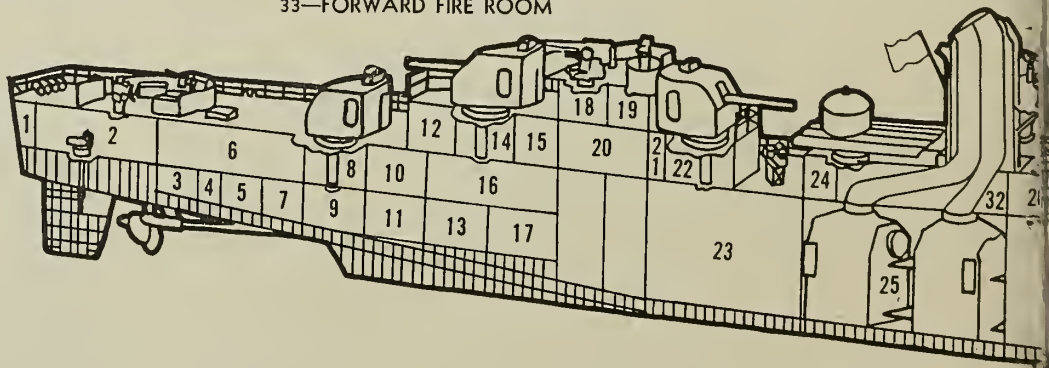
43—CLIPPING ROOM

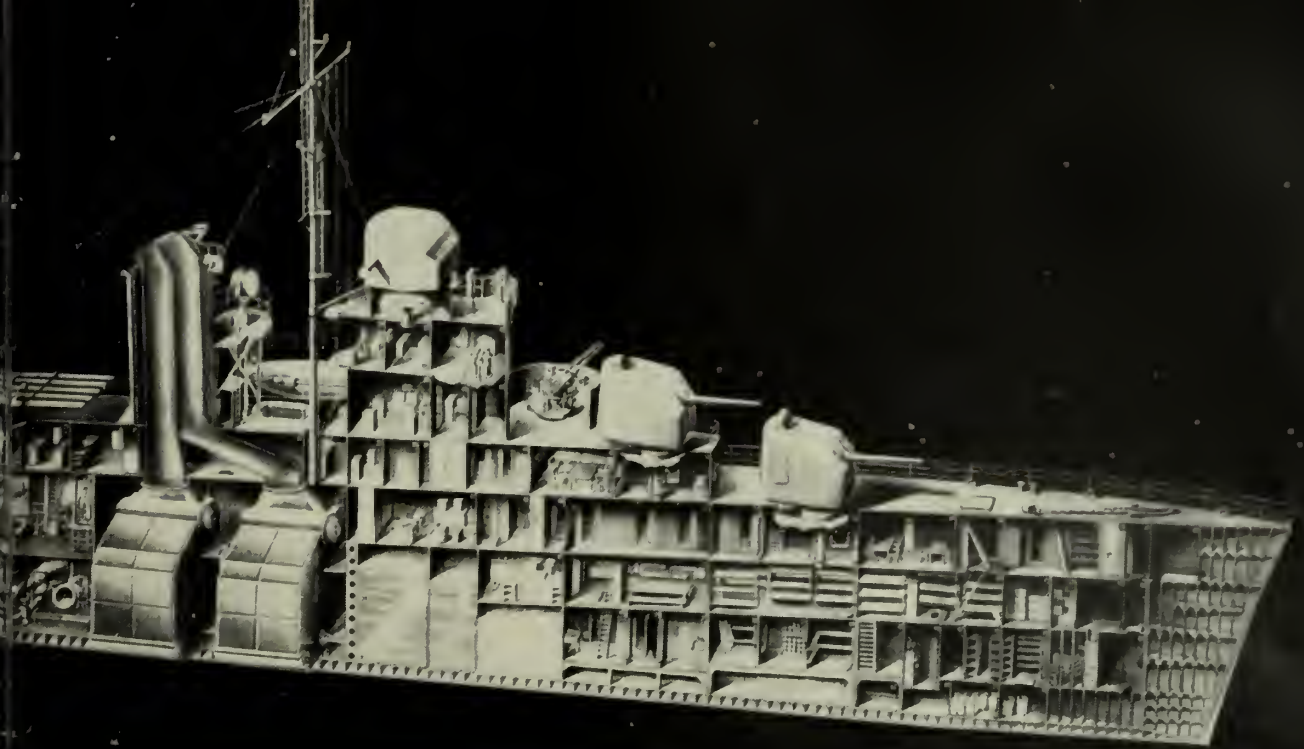
44—PASSAGE

45—W.C. AND SHOW

46—PASSAGE

47—FORWARD BATTLE

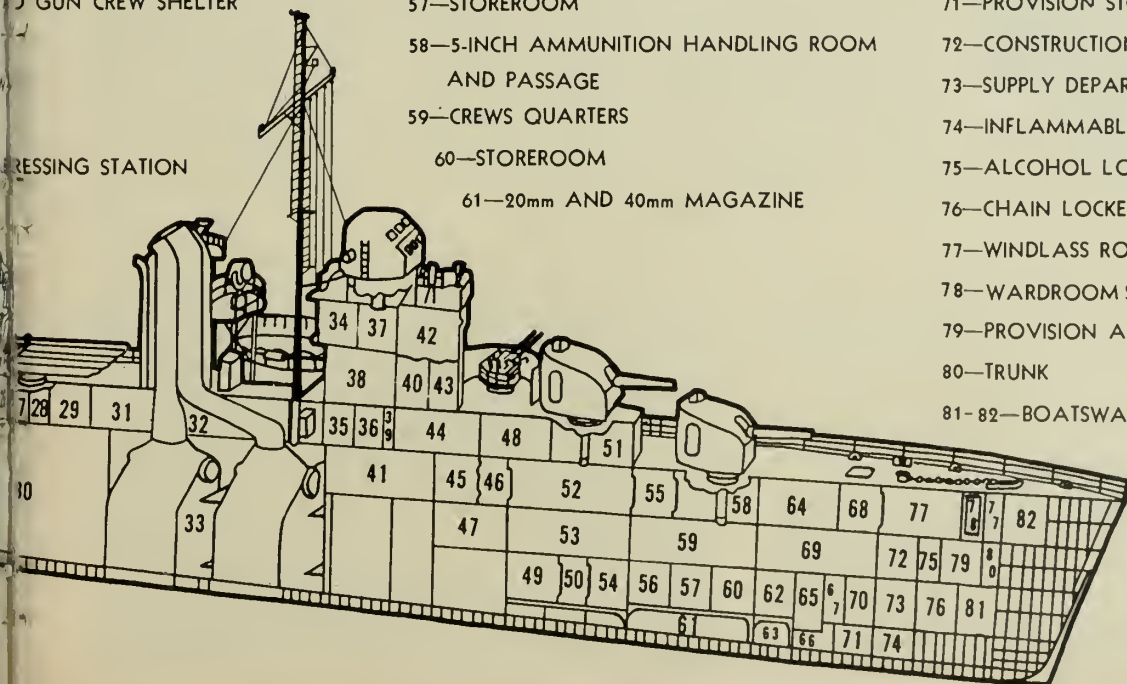




TORPEDO TRACKING ROOM

D GUN CREW SHELTER

RESSING STATION



48—WARDROOM MESSROOM

49—ICE MACHINE ROOM

50—COLD STORAGE

51—5-INCH AMMUNITION HANDLING

52—PASSAGE VESTIBULE

53—CREWS QUARTERS

54—FRUITS AND VEGETABLES

55—C.P.O. QUARTERS

56—STOREROOM

57—STOREROOM

58—5-INCH AMMUNITION HANDLING ROOM
AND PASSAGE

59—CREWS QUARTERS

60—STOREROOM

61—20mm AND 40mm MAGAZINE

62—STOREROOM

63—SMALL ARMS MAGAZINE

64—C.P.O. MESSROOM

65—UNDERWATER SOUND ROOM

66—SUPERSONIC PROJECTORS

67—UNDERWATER SOUND ROOM

68—PASSAGE

69—CREWS QUARTERS

70—PROVISIONS

71—PROVISION STOREROOM

72—CONSTRUCTION AND REPAIR STORES

73—SUPPLY DEPARTMENT STORES

74—INFLAMMABLE STORES

75—ALCOHOL LOCKER

76—CHAIN LOCKER

77—WINDLASS ROOM

78—WARDROOM STORES

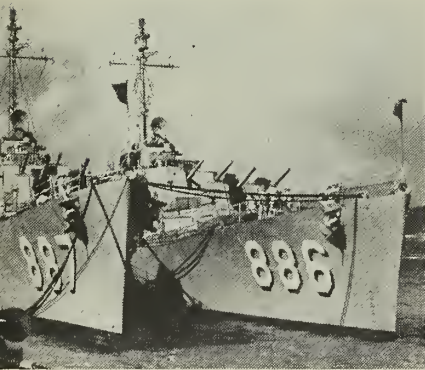
79—PROVISION AND SUPPLIES

80—TRUNK

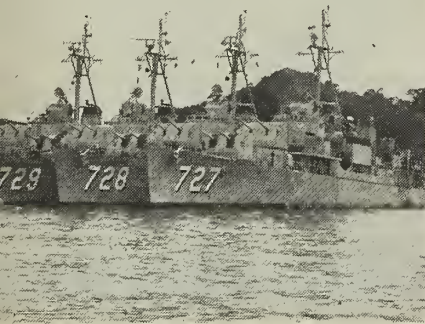
81—82—BOATSWAINS STORES



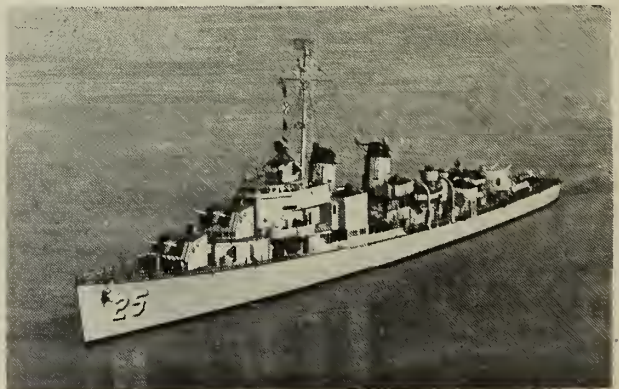
WW II DESTROYER ESCORTS are now patrol vessels: radar picket escort vessel, DER (left) and escort vessel, DE.



FAMILIAR DD classes include Gearing (above) and Allen M. Sumner.



MODIFIED DESTROYER TYPES include the high speed mine sweepers DMS (left) and the light mine layer, DM.



under the designation of "patrol vessels." These are the DEs, which are correctly called "escort vessels" (not "destroyer escorts," a term used in World War II to denote DE types), and the DERs which are radar picket "escort vessels." Escort vessels are somewhat smaller than DDs, with a standard displacement averaging from 1140 to 1450 tons, and they lack the DD's speed, fire power and armor. However, they are equipped with the latest detection devices and the newest of anti-submarine weapons. As a sub hunter they enjoy the advantage of a tight "turning circle," giving them a maneuverability held by few other vessels.

The Navy's latest DEs were designed specifically for fast convoy work. DERs are smaller versions of the DDR, designed to furnish the same long-range warning against enemy aircraft and do patrol work.

That's the picture of the destroyer and related types built on or converted from destroyer hulls. Like other warships they are compact "floating platforms designed to carry weapons into battle"—but the destroyer is something more than that. There are private yachts larger than

our typical DD—yet this ship provides living accommodations for about 300 men and officers, berthing and messing spaces, galleys, laundry, post office and store.

Fitted into a hull little more than 370 feet long and 39 feet wide are innumerable compartments, store-rooms, lockers and cubicles. A complex web of lines and cables link navigational and fire control instruments, radio, radar and sonar to the control centers of the ship. A power plant which can produce as much as 60,000 horsepower gives life to the whole layout. The result is a sea-going marvel, capable of doing any one of a hundred jobs—and earning a "Well Done" doing it.

It's true that destroyers are being specialized—witness the 33 DDEs and 36 DDRs—but the Navy still has 179 run - of - the - mill "greyhounds" scattered throughout the world, as ready today as they were in World War II to screen a fleet, shoot it out with an enemy plane or shore battery, act as a weather station, frontier guard or picket. All these jobs destroyers and destroyer men "can" do.

—Barney Baugh, JO1, usn

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

White Hats Take Honors at OCS

Five ex-enlisted men copped top honors in the recent graduating class at the Officers Candidate School, Newport, R. I.

All five entered the school under the integration program which takes outstanding petty officers and warrant officers of the Regular Navy and trains them for a Regular commission.

The class was the 17th to finish since the OCS went into operation in 1951 and the second class that included integration students. Other students in the class were drawn from more than 100 colleges and universities throughout the country.

Both groups mastered courses in Navigation, Marine Engineering, Operations, Naval Orientation, Naval Weapons and Seamanship in four months; the same basic material presented to NROTC units throughout the country over a four-year period.

Top honors in the class went to Ensign James C. Hayes, Jr., an ex-ET1 who had eight years in the Navy before entering OCS. Other ex-white-hats who were at the top of the class are: Ensign James D. Hendry, former ETC; Ensign Robert K. Lehto, ex-AT1; Ensign Gilbert E. Schmidt, ex-ADC and Ensign Joseph A. Jurkowski, ex-AT1.

'Army Sailors'

Unification has really taken hold of Navymen stationed in Seoul, Korea—they are wearing the regulation Army uniform during working hours.

However, it isn't a farewell to bell bottoms and coats o' Navy blue on



AMTRACS CIRCLE mother LST as 'D-Day, H-Hour' arrives. Assault waves of Third Marine Division 'invaded' Iwo Jima during recent Pacific maneuvers.

any large scale as there are only two Navymen in Seoul—a captain and a seaman.

The two, Captain John M. Stuart, USN, and Lyle V. Daniels, YNSN, USN, are assigned to the staff of General Maxwell B. Taylor, Eighth Army Commander, and are charged with giving advice, help and information to the Eighth Army staff on anything pertaining to the Navy.

Dressed in Army field uniforms, Captain Stuart and Daniels are often mistaken for Army personnel. The only distinguishing device Captain Stuart wears is a small "USN" on his cap while Daniel's only outward Navy markings are the three seamen stripes on his sleeve.

While their office in Seoul is far removed from any other naval ac-

tivity, the two Navymen have a direct phone line to the Yokosuka, Japan, headquarters of ComNavFe which enables them to make quick contact when urgent matters arise.

This unique liaison arrangement has worked out fine in the past, making possible close cooperation and timing in such Army-Navy operations as prisoner exchanges, amphibious assaults and land-sea-air search and rescue missions.

Unit Gets Second Korean PUC

The U.S. Naval Advisory Group, attached to the Republic of Korea Navy, has been awarded the ROK Presidential Unit Citation for the second time. The latest award was presented in recognition of the Group's services during the period from February 1953 to May 1954.

The Advisory Group operates training commands at Chinhae and an administrative unit in ROK Navy Headquarters at Pusan. The Group has been instrumental in helping to build ROK Navy.

In Chinhae, at Navy and Marine recruit training centers, enlisted Korean sailors are given schooling patterned after U.S. Navy recruit training. Chinhae is also the location of the ROK Naval Academy.

YESTERDAY'S NAVY



On 6 Oct 1884 the U. S. Naval War College was established at Newport, R. I. On 13 Oct 1775 the first official step was taken toward the establishment of U. S. Navy. Silas Deane, Christopher Gadsden and John Langdon were appointed a committee by Congress to fit out two warships to cruise against the British. On 27 Oct 1864 LT Cushing rammed and destroyed Confederate ship *Albatross*. From 24-26 Oct 1944 one of the biggest naval actions ever fought occurred in the Battle for Leyte Gulf where U. S. Navy destroyed Japanese naval power.



TASK GROUP CHANGES into cruising formation during TRAMAC exercises, seen by crew of USS Valley Forge (CVS 45).

Navy Ship Construction

The largest carrier in the U.S. Navy will be launched when *uss Forrestal* (CVA 59) leaves the building docks at Newport News, Va. The launching of this first carrier of a new class will highlight the current Navy shipbuilding program.

Forrestal and each of her sister ships will be a city-block wide and will stretch 1039 feet from bow to stern, a distance only seven feet less than the height of the Chrysler Building in New York City.

The 60,000-ton flattop will have an all-steel flight deck. The exhausts from the afterburners of jet aircraft tend to burn the wood on flight decks made of steel and wood, hence her designers decided to make *Forrestal's* deck completely of steel.

The air-conditioning plant of the new carrier could supply two buildings the size of the Empire State Building. The total cooling capacity of the plant is equal to the melting of 2,100,000 pounds of ice in a 24-hour period.

Two other carriers of the *Forrestal* class are presently under construction, and the keel for the fourth will soon be laid. The second one, *uss Saratoga* (CVA 60), is expected to be launched at the New York Naval Shipyard at Brooklyn next spring. *uss Ranger* (CVA 61), the third carrier of the class, is now under construction at Newport News, Va.

All four of the *Forrestal* class carriers will be similar throughout, including steam catapults and canted decks.

These angled decks, however, are presenting certain new problems to Navy officials. For example, the dock

cranes, which run along tracks parallel to the docks, are rendered unserviceable by the overhang. To overcome this problem, the *Forrestal* class carriers will carry their own cranes. In some ports, the overhanging decks could also possibly scrape or damage buildings built on the piers.

Here are other brief highlights of this year's shipbuilding and ship conversion program:

- *uss Midway* (CVA 41), will undergo conversion, including addition of a canted deck and steam catapults. She will be the second *Midway* class ship to be converted. *Franklin D. Roosevelt* (CVA 42), is presently undergoing conversion.

- Three more *Essex* class carriers will be converted, by the addition of canted decks. It is expected that all attack aircraft carriers (CVAs) will eventually have the canted deck.

- The third and fourth atomic-powered submarines are scheduled for construction. The first atom-powered sub, *uss Nautilus* (SSN 571), has been launched and will soon be ready for its first trial run. The second submarine of this type, *uss Seawolf* (SSN 575), is presently under construction.

- An escort aircraft carrier will be converted into a combination helicopter assault ship and transport for use by the Marines in amphibious and "airphibious" operations.

- One guided missile submarine, *uss Tunny* (SSG 282), is now in operation and another sub will soon be converted to an SSG under the present building program.

- Five new tankers, each measur-

ing 655 feet in length, are being constructed. The *uss Mississinewa* (AO 144), the first of this class, slid down the ways last June. *Mississinewa* and her four sister ships, *uss Hassayampa* (AO 145), *uss Kawishiwi* (AO 146), *uss Truckee* (AO 147), and *uss Ponchatoula* (AO 148), will be the largest oilers in the Fleet and will each carry a crew of 300 men.

- Six escort destroyers and four Liberty hull transports are to be converted into radar picket ships for use in the offshore barrier or seaborne early-warning line as part of the continental U.S. air defenses.

- Two new reefers, *uss Regal* (AF 58), and *uss Vega* (AF 59), have been authorized for construction.

- Five new destroyers of the "DD 931" class will be built. A contract has been placed for construction of three ships and negotiations are underway preparatory to placing the contract for the remaining ships. Other construction plans call for eight LSTs, two LSDs and 1000 small landing craft of about one ton each.

- A gas turbine propulsion engine, the first ever installed in a U.S. ship, will be tested aboard the escort vessel *uss Mills* (DE 383). The engine has been purchased from the British and is expected to reduce engine-plant weight by about 15 per cent while delivering 67 per cent more horsepower.

The installation is strictly an experiment, as preliminary tests have indicated that it may consume more fuel per horsepower hour than the diesel engine in Navy ships.

Blind Veteran Rescues Three

A blind Korean War veteran, former member of the U. S. Marine Corps, braved the treacherous waters of the Pascagoula River near Lucedale, Miss., to swim to the rescue of two teen age girls and a 22-year-old man.

Here's what had happened. While wading along the banks of the river, the girls had slipped into deep water and were being carried away into mid-stream by the swift current.

James Peacock, another member of the party, heard their cries for help and made an attempt to rescue them. He was also carried away by the current.

Charles Vines, who was blinded by a mortar shell in Korea, then heard their shouts for help. He plunged into the river and began swimming towards them, guided only by the sound of their frenzied yells. On the first attempt he located one girl and almost managed to get the second one, but she was carried away from him by the force of the water. He then swam to the bank with the first girl and deposited her safely ashore. Immediately he leaped back into the river, swam to the sec-

ond girl and brought her to shore. Then Vines, tiring by this time from his exertions, entered the water for the third time and rescued Peacock.

Sailors See New Japanese Ports

Under a new policy of making good will visits to Japanese ports not usually frequented by American warships, *uss Saint Paul* (CA 73), flagship of the U.S. Seventh Fleet, paid a visit to Toyama recently.

Rarely visited by American Navy vessels, the port city went all out to welcome the visiting sailors as the Mayor of Toyama led a delegation of citizens to greet the ship and her crew.

During the three-day visit, *Saint Paul* played host to nearly 2000 Japanese school children and engaged in a full round of sporting and social events.

Highlighting the visit was a challenge game between the ship's baseball team and the Toyama Giants. Some 10,000 rabid baseball fans saw the speedy Giants topple the ship's nine 6-4. On the following day, the Seventh Fleet band played to a full house in the Toyama Municipal Auditorium.

Anchor Washing Made Easy

Washing down the anchor chain while "lifting the hook" has become a safe one-man job on board *uss Marquette* (AKA 95), thanks to a little brain work and manual labor by a member of the attack cargo ship's engineering force.

Usually several men are needed to wash down an anchor and chain, with a couple of them leaning precariously over the bulwarks to direct the stream of water from a two-and-one-half-inch hose while the anchor is being raised.

T. L. Kusmierz, MEFN, *usn*, has simplified the whole operation by rigging up a metal rod with a clamp on one end to hold the hose nozzle over the side, and another clamp which is made fast to the bulwark. The coupling at the hose nozzle swivels on the extension bracket and is flexible enough to permit a stream of water to be played from side to side of the anchor and chain.

Using the "Kusmierz clamp," one man can direct an accurate stream of water merely by moving the hose in a limited arc, and it is not necessary to lean over the bulwark.

If You Don't Rattle Easily Try Herpetology for a Hobby

Like to know how to have a rattling good time on liberty using only a blunt stick and a cloth sack? John E. Joy, HMC, *usn*, can fill you in on the details.

Recently, for example, the good chief took his blunt stick and cloth sack into the mountainous area around Noxen, Penn. After a two-day hike he returned with his sack full of rattlesnakes—23 of them to be exact.

Before you decide to emulate the chief though, it would be best if you studied the subject as he has done. Snake collecting is, in fact, Joy's main hobby and dates back to the days of his childhood in Denver, Colo.

As a youngster, he heard many weird stories about the activities of reptiles and, being an inquisitive type, decided to find if they were true. Since that time he has debunked many snake stories and found others which are equally weird but true.

Since entering the Navy in 1940, he has had ample chance to add to



RATTLERS, ANYONE? John E. Joy, HMC, *usn*, makes a hobby of capturing and studying rattlesnakes.

his knowledge and collection of snakes through his travels. He has hit 44 states, Japan, China, the Philippine Islands, other South Pacific Islands, Central and South America, Europe and several Carib-

bean Islands in the course of duty and his search for reptiles.

He has a standard operating procedure for any new fields he attempts to conquer. First he obtains a topographical map of the area and studies it for a couple of days. Then, taking into consideration the climate, season, barometric pressure and other pertinent information, he starts his search.

Since it isn't very practical to run around the Navy with a barracks bag full of snakes (the men in his compartment might object) the chief usually gives the specimens he collects to different scientific laboratories in return for further literature and information on *Herpetology*—the study of snakes.

If you're interested in pitching a liberty with the chief, look him up the next time you're around Pennsylvania. He's stationed at NRTC Kingston.

Maybe he'll have a few samples of his catches to keep you company. — J. H. Llewellyn, YNC, *usnr*, NRTC Kingston, Pa.



PILOT HURTLES skyward in test of canopy ejection seat. In emergencies, fliers can be ejected quickly and safely from jet planes by means of new system.

Blast Out Through Jet's Canopy

The emphasis is on headwork in a new bail-out procedure developed by the Navy in which a jet pilot is blasted head first through his plastic canopy.

Generally a pilot jettisons his canopy before ejecting his seat (and himself) from a disabled aircraft. However, it was found that sometimes the pilot couldn't reach the canopy jettison knob because of the pull of gravity when his plane was in a dive or roll.

Flying at near supersonic speeds doesn't provide much time to maneuver, and a man in trouble has to work fast. The seat cannot be ejected until the canopy has been jettisoned. This can mean trouble, bad trouble when the knob can't even be reached.

The experts felt that another way of getting out of the plane was needed so representatives from the Bureau of Aeronautics sat down with engineers of the Aeronautical Medical Equipment Laboratory at Philadelphia, Pa. After many days of discussion, the group came up with something.

They conceived the idea of blasting a man directly through his canopy as an emergency matter when everything else failed. They figured that the high back of the seat would break the canopy and that the slip stream would blow most of the fragments of the canopy away before they could hit the pilot.

It sounded logical and there wasn't any doubt about the catapult throw-

ing the seat and man through the canopy. It is strong enough to send a 300-pound seat-man combination 60 feet in the air. The only problem seemed to be whether the man could survive the blast or not. If he couldn't there wasn't much use in going on with the plan.

A working model using a dummy was installed at Philadelphia and preliminary tests seemed to confirm that the man would emerge in fine shape. The next step was to put a man in the seat and make sure.

For this series of tests the engineers rolled out an old plane and, in order to make the fragments more visible on motion pictures, they substituted a white plastic canopy instead of the regular transparent one. A series of nets was placed in back of the plane to catch the man and seat.

These tests proved successful too, and after final extensive ground testing it was decided to install the new system in some of the Navy's operational jets.

Soon F9F *Panthers* and F2H *Banshees* were sporting a new handle near the pilot's head. This enabled them to "arm" the seat with the canopy still in place.

Then came a period of waiting and watching. Just recently, Lieutenant Commander A. R. Hawkins, USN, flying a jet out of the Naval Air Station, Memphis, Tenn., ran into trouble and his plane flipped over on its back. He tried everything but couldn't right it. The pull of gravity

had him pulled up in the cockpit and almost lying on the canopy. He tried to reach the pre-ejection lever which jettisons the canopy but found that while he could reach it he couldn't get it all the way down and notched into the bottom position.

There was only one thing he could do and he did it. He pulled the manual arming on the seat and then brought the face curtain down over his face. The boom of the seat came on schedule and a split second later he was through the canopy and out.

It wasn't long after that before another pilot, Lieutenant (junior grade) J. A. Osterreicher, USN, reported going out through the canopy, only he could have reached the pre-ejection lever if he had cared to. But his only thought was to get out in a hurry so he went through the canopy and parachuted to safety.

Pending accumulation of additional experience with this new life-saver ejection through the canopy is recommended only as a last resort, or when time does not permit normal ejection.

Conservation Ideas

Conservation-minded Destroyer Squadron Nine out in San Diego has put its men to work compiling a list of penny-squeezing practices for use aboard its destroyers. Here are some of the ideas for getting the last bit of usefulness from obsolete and outworn material.

- Make scuppers from discarded rubber matting.
- Make fenders from old mooring lines.
- Make barrel spring covers for the 3"/50 guns from 5"/38 worn-out bloomers.
- Use obsolete blank forms, calendar pads, etc., for scratch paper.
- Save all used rags — properly stowed — wash and reuse them.
- Have all hands turn in worn out clothing to the boatswain's locker for use as paint rags.
- Use empty catsup bottles with holes punched in top to replace salt and pepper shakers in rough seas.
- Use leather salvaged from 5" mount bloomers for chafing sleeves on wire lifelines.
- Make rubber fire plug gaskets from worn steam reducer diaphragms.
- Use discarded rags collected from other departments for use in fueling and bilge cleaning. All rags should be clean before stowing.

Navigation, By Looking Down

A six-month "lone wolf" cruise in the Guam area has earned the escort vessel *USS Hanna* (DE 449) a special commendation for the Navy's Hydrographic Office for contributions to the navigational knowledge of the Caroline, Marianas, Volcano and Bonin Islands.

During the patrol, which covered thousands of miles, *Hanna's* crewmen made almost constant echo-sounding readings to use as data in correcting charts and publications relating to the Pacific Ocean area where the ship was operating.

An outstanding discovery made by the DE was a 10,000-foot undersea mountain. Thus far, the mountain, which comes within 70 fathoms of the surface, has not been named, but the ship's company refers to it as "Mount Keim" after the radarman (W. E. Keim, RD2, USN) who was operating the fathometer when the peak was found.

Navy interest in the ocean bottom lies in the search for another method of navigation—by use of sea-bottom features. Continual changes in hydrography, topography, tides, currents, and the earth's magnetic force, however, make constant revision of existing charts necessary. In addition, more than half of the world's sea area is not included in general traffic lanes, so has not been "mapped." Because hundreds of thousands of soundings are necessary to meet this problem, the Navy has enlisted the aid of all ships in its effort to maintain accurate charts.

Fighter Steers Like Automobile

Steerable nose wheels for greater maneuverability on carrier decks and landing fields are being installed on production models of the F7U-3 *Cutlass*.

The *Cutlass* is the first Navy fighter to have such a nose gear installation, others being equipped with free-swiveling wheels which permit ground maneuvering only by use of main wheel brakes. Steerable nose wheels are standard equipment, however, on most multi-engine planes.

To make the hydraulic steering mechanism operative, the pilot pushes a button on his control stick. Then by pushing forward on his rudder pedals, he can turn the nose wheel in either direction up to 60 degrees. This enables him to steer the plane like an automobile.



FRENCH FOREIGN LEGIONNAIRES and members of North Africa Camel Corps look over planes and equipment aboard *USS Randolph* (CVA 15).

Camel Corps and Foreign Legion 'Join the Navy'

Members of the French Foreign Legion and the North African Camel Corps joined forces for an invasion of *USS Randolph* (CVA 15) when the huge carrier dropped anchor in Algiers, Algeria.

The "invasion" was a friendly one—they had been invited aboard for the day by the commanding officer.

Contrasting sharply with the U. S. sailors, the 20 members of the Camel Corps were dressed in loose robes and turbans. Some wore

a mask across the lower part of the face. Their garb is designed for duty in the vast Sahara where they have the task of tracking down troublemakers.

Following a helicopter demonstration and a grand tour of the ship, the French visitors joined the crew at the evening meal and then attended a movie.

By accident the movie schedule for that particular night was an adventure story, the plot laid in the African jungle.



TOUR OF CARRIER meant first look at jet fighter planes with moving canopies and flattop elevators in action, for these Camel Corps members.



STRIKE! Batter from USS Iowa (BB 61) takes hard cut during playoffs of 1954 BatCruLant softball tourney. Iowa won for second consecutive year.

Softball Roundup

It's tournament time again in Navy softball and baseball.

Most softball championships had been determined as ALL HANDS went to press since they end at the local or district level. In baseball, the All-Navy and Inter-Service championship results will be carried in next month's issue.

Here's a rundown on the softball results reported:

- The Submarine Force team won the 1954 Atlantic Fleet championship by defeating ComAirLant 1-0 in the finals. The SubForce team was undefeated in tournament play, which included teams from practically every Atlantic Fleet type command. This is the second straight year that submariners have won the crown.

- Utility Squadron One went undefeated as the team won the Fleet Air Hawaii championship. The VU-1 softballers were pushed all the way in the title game with Fleet Air Service Squadron, but finally won out 13-12.

- Amphibious Construction Battalion Two won this year's Atlantic Amphibious Force softball championship with a 6-4 victory over the Naval Amphibious Base in the title game.

- The Naval Air Basic Training Command "Goshawks" of Pensacola, Fla., won the 6th Naval District championship, scoring a 2-1 victory over Green Cove Springs, Fla. The "Goshawks" reached the

finals by consecutive shut-out victories over NAAS Ellyson Field, NAS Cecil Field and the Parris Island Marines.

- The 1954 Commander Fleet Air Jacksonville trophy was won this year by Fleet Air Squadron 109. This wasn't the only championship won by FASron 109 either. The club also won the title in the NAS Jacksonville Intramural League and the 1954 Jacksonville City League championships.

- The BuPers softball team won the District of Columbia League No.



UP AND OVER—J. B. MacWilliams, ABAN, USN, USS Coral Sea (CVA 43), pole vaults at Barcelona, Spain.

2, posting a record of nine victories and one loss. In the Class "B" tournament for the city championship, BuPers had a 2-2 record, being eliminated in the quarter-finals. Jerry Dooley, YN1, usn, pitched every game for BuPers and wound up with a season's record of 14-3. Top batters were Ron Tilley, MA2, usn, Dewey Kilgore, YNC, usn, and LT-JC Eugene McGuire, usn.

- The "Navalairs" from NAS Whidbey Island, Wash., won the 13th Naval District championship for the second consecutive year by defeating the Seattle Naval Station 3-0 and 3-1 on the final day of the double elimination tourney.

- Air Development Squadron Three of NAS Atlantic City, N. J., won the Fleet Air Quonset Point softball tournament. VX-3 won the right to enter the tourney by defeating VC-4 and VC-33 at NAS Atlantic City, and then scored victories over VW-4 and VP-7 to win the championship.

- The submarine uss *Greenfish* (SS 351) won the Pacific Fleet Submarine Force championship with two straight victories over the CinCPacFlt staff. *Greenfish* had reached the play-offs by winning in the Forces Afloat league. "Tex" Moore pitched both play-off games and allowed CinCPac batters a total of only seven hits.

- The battleship uss *Iowa* (BB 61) repeated last year's performance and retained the Battleship-Cruiser Force, Atlantic Fleet, softball crown. *Iowa* softballers won three straight to take the crown, defeating uss *Albany* (CA 123), 6-0, and uss *New Jersey* (BB 62) twice, 6-4 and 2-1.

- The Kodiak Naval Station softball team won the 17th Naval District championship by defeating the team from Adak Naval Station 2-0 and 3-2 in the play-offs. In the first game, Loyd Buettgenbach pitched a no-hitter and fanned 14 batters. Chuck Richardson toed the mound for the winners in the second game and gave up four hits and struck out ten.

Buettgenbach, who tossed the no-hitter in the play-offs, was merely continuing his almost-perfect pitching record. In the past four seasons, he's compiled the astounding record of 78 victories and only three defeats.

In another recent effort this season, Buettgenbach fanned 19 out of

SIDELINE STRATEGY

21 men and allowed only two batters to come in contact with the ball. One popped up and the other hit a slow roller to the second basemen. That was Buettgenbach's *ninth* no-hit, no-run game since he started pitching (he now has ten). But this was only his first *perfect* game!

- The San Diego Waves' softball team, representing the 11th Naval District, became the first winner of the recently-established Western Area Inter-District Wave Softball Championship. They defeated the representatives of the 13th Naval District, the Seattle Waves, 6-0. Both teams had previously defeated the Waves' softball team from NAS Alameda, Calif., 12th Naval District representatives.

Archery Champ

Reuben A. Powell, ADC, usn, of NAAS Ream Field, Calif., has done it again.

The bow-and-arrow-shooting Chief Master-at-Arms has won this year's National Archery Championship, held at Mt. Sunapee, N. H. This year is the third time in four years that he has won the title.

In 1951, '53 and '54, the straight-shooting "Rube" Powell also won top honors in the Nationals. In 1952, he was edged out of the title as he finished a strong second.

Powell has broken just about every National Free Style record. His aggregate score of 2770, set in 1953, will probably stand for many years while his record for the Broadhead Round of 980 is almost unbelievable. Rube's other records in the Free Style are 907 in Field and 934 in Hunter.

Some of Powell's finesse with the bow and arrow must have rubbed off on his family. His wife is the California State Women's Free Style champion while his son, Michael, is the Junior San Diego County and California Champion in the 12-year-old class. Nine-year-old Kathie Powell is also doing very well in her own right. She is an "expert" in the San Diego Beavers, a novice archery group.

A veteran of more than 20 years' naval service, Chief Powell spends most of his off-duty time instructing naval personnel in the use of the bow and arrow. In previous tours of duty, he was instrumental in establishing archery clubs in Yokosuka, Japan and Guam, M. I.

ONE of the more unusual duck hunting stories that we've heard about was told to us the other day by Commander D. J. Carrison, usn. His weapon, it seems, was a bolt-action Springfield rifle of vintage 1918; his duckboat, uss O'Bannon (DDE 450).

"It was in January 1952," began Commander Carrison, settling himself in our office chair. "We were shelling the North Korean traffic center of Wonsan. During our bombardment, we scored hits on bridges, buildings, ox carts and locomotives, sank some sampans and knocked out gun emplacements. In fact, we had orders to shoot at just about everything.

"This is how 'everything' came to include ducks: These birds had been bothering our lookouts—they often appeared like mines floating in the water. A rifle is kept in the bridge of destroyers for sinking mines or floating objects that resemble mines, so it didn't take me long to figure that the ducks were official targets for my Springfield.

"In my first day of duck hunting, I bagged three at ranges of about 100 yards. They were sitting, but necessity called for this action, and I felt they had a fair chance since I was using a rifle and the range was long enough.

"But shooting sitting ducks didn't go too well with one of my lookouts, an eagle-eye who got his early training hunting

squirrels in Tennessee. 'Sittin' ducks,' he'd mutter just loud enough for me to hear. 'That's outta line.'

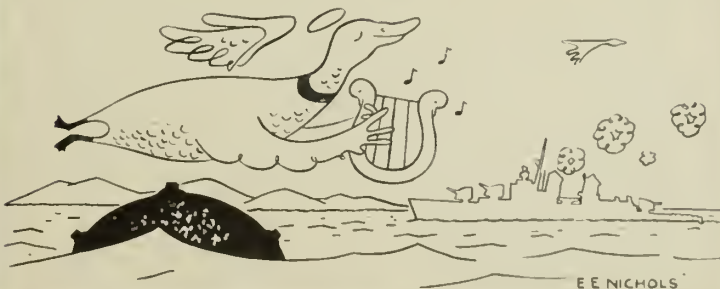
"So before I knew it, I had an unspoken agreement with 'Tennessee' that I wouldn't fire until the ducks were air-borne. After another two days firing away, I hadn't hit a thing, but the ducks had a new respect for the U. S. Navy.

"Finally, after many rounds of ammunition, I got the knack and started hitting them on the fly. Some hits were really out of this world, and though I know that there was a lot of luck involved, I now fancy myself quite a marksman. Anyway, at the end of our tour in Wonsan, I had chalked up 11 ducks, three sitting and eight on the wing.

"Only one thing though—those Korean ducks just aren't much for eating. We found that out in a hurry.

"We tried to stew them, fry them, roast them and a couple other things but they just didn't pan out right. And if O'Bannon's cook couldn't fix 'em up for the table no one could!

"My greatest satisfaction from the hunt came when I sent a photo of myself in a Teddy Roosevelt pose—duck in one hand and rifle in the other—to the destroyer skipper who started calling himself 'Mayor of Wonsan.' I signed the picture 'Fish and Game Commissioner, Wonsan County.'" — Rudy C. Garcia, JO1, usn.



THE BULLETIN BOARD

This is the 1955 Enlisted Promotion Picture As It Affects You

A new computation system will go into effect beginning with the February 1955 examinations for advancement in rating. The method of computing the final multiple scores that determine who gets advanced within the quotas will be changed to give more credit to experience and performance factors.

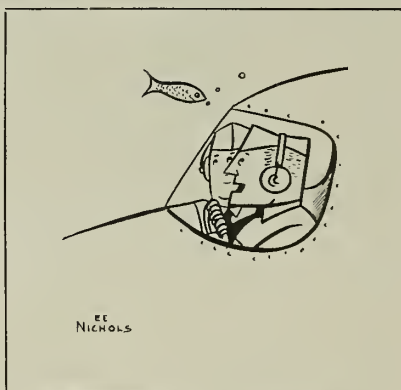
Under the new system, the average man in a rate which is restricted may look forward to marked increase in his final multiple as he acquires additional service, thereby increasing his chances of advancement at an earlier time than under the old system.

Here's the new multiple computation table:

FACTOR	CREDIT	MAXIMUM CREDIT
Exam Score	Actual Passing Score	
	Made	80
Total Service	2 Points Per Year	40
Service in Grade	2 Points per Year	10
Awards	4 points per Good Conduct Medal. Sliding Scale for other awards	20
Final Multiple	(sum)	150

You'll see that under the new method, the exam score credit has been kept the same while the credit for each year of service has been doubled. Also, credit for a Good Conduct Medal has increased from one point to four points.

The new system also gives more credit for the period between examinations. Thus, the man who has



"Check that little 'ol altimeter again."

been discouraged by taking the exam time after time without advancement should feel encouraged to see that he will now get a credit of two points for each period of six months between exams. Personnel competing for CPO will gain four points per year since these are annual exams.

• Number of Advancements

No forecast can be made at this time as to how many advancements will be made in 1955. However, it is expected that many more advancements to pay grades E-4 and E-5 will be made as a result of large losses occurring as the early Korean conflict enlistments expire.

Last May, 50,000 personnel were promoted out of the 115,000 who passed the E-4 and E-5 exams. In May of 1952, everyone in those pay grades who passed the exams was promoted. May 1954 was the low point, but it is expected that the situation will be much brighter in those pay grades in 1955.

The picture will be somewhat different in pay grades E-6 and E-7, however. The re-enlistment rate in these grades is much higher than in pay grades E-4 and E-5. The "critical" rates (RD, SO, FT, MN, ET, TE, RM, MR, EM, IC and FP) will still be wide open. The majority of rates in these pay grades will get about the same size quotas as in May and June of this year, but in some rates no exams will be held next February (see box).

• Questions on the Advancement System

In the May 1954 issue of ALL HANDS, p. 52, some of the questions asked most often about the examination system were answered. Some of those answers applied particularly to advancement to pay grade E-4, but many were also applicable to all pay grades. Here are some more answers to frequently asked questions which apply to all rates:

Why not give a candidate special credit on his multiple score for having passed exams previously?

Because passing the exam is not that important. The old timer gets plenty of credit for service under the new multiple system and he should be ready and willing to take on the new-comer without further aid. Passing an exam only shows that the candidate has the *minimum* qualifications for the next higher rate. Where competition for vacancies exists, only the *best* qualified get advanced.

Why does BuPers give rates to men who are about to leave the Navy while the career man is left out?

BuPers does not discriminate against a man just because he hasn't made up his mind to reenlist. The man who has reenlisted, and thus, BuPers presumes, has more time in, gets credit for his additional service. Aside from that, it should be the competitive spirit that prevails. BuPers does forecast the vacancies that will occur due to expiration of enlistments, and the size of the quota is adjusted to provide for those, but, as always, the additional numbers are open to *service-wide* competition.

Suppose I can't make third-class by the end of my first enlistment—Is there any use going on?

If you have been recommended for advancement, able to pass the examination, and are recommended for reenlistment, it shows that you have what it takes to be a petty officer. The new multiple computation is designed to help men just like you. Watch the exam results next



"Why ain't I working? . . . Well, I didn't see you coming."

WHAT'S IN A NAME

Flying Fish

year and you will see those second-cruise seamen making their rates. A man with six years' service and two Good Conduct Medals has a big advantage over the man going up for third class for the first time. He gets full value for his experience and performance of duty in the computation of the score that determines who is the man to get advanced.

Does the high credit for service in the new final multiple system mean that the old timers are going to get all the advancements?

Definitely not. BuPers studied this question carefully before deciding on the new system. Studies of past exams show that the bulk of the personnel taking an exam have about the same amount of service. This applies even to candidates for Chief Petty Officer. Although the service credit under the new system will be a big help to the minority with longer service, the exam score will still be the big factor in the competition and those with good scores will get advanced too. The studies made in BuPers showed that the *average* length of service of the people who would get advanced under the new system, compared to the *average* length of service of those advanced under the old system, is only about one year longer.

Suppose there is not going to be an exam for me to take for advancement in February 1955. What incentive is there for further study?

You should continue to study and to keep abreast of any changes or developments in your rate. If you just float along without hitting the

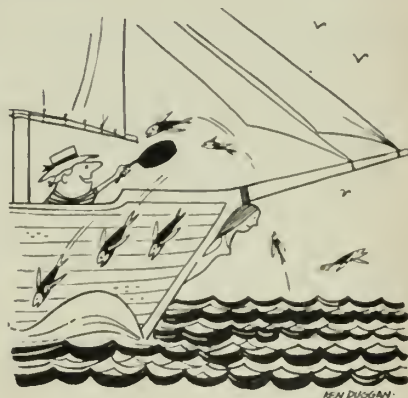
You don't have to be on the road to Mandalay to see the "flying fishes" play—any "old salt" will tell you that flying fishes inhabit all tropical seas and are especially abundant in the trade-wind belts.

Once you've seen flying fishes, you will probably agree that there are few things more beautiful to a seagoing man than the sight of a company of the silvery fish rising suddenly out of the waves under the ship's bow and soiling through the air like huge dragonflies.

Contrary to popular belief, flying fish do not wave their fins in flying as birds do their wings. Instead, their glides are the result of momentum derived from sharp bursts of underwater speed. High speed photographs show that sharp blows of the tail on the water's surface, along with a sculling motion, give the fish added power to take-off. Then as the air catches under the broad fins, the fish soar like glider planes.

The smaller species of flying fish found in the Atlantic Ocean can cover only short distances out of the water, but the larger species, found off California from Point Conception southward, often travel an eighth of a mile before dropping back.

Some 65 species of flying fish are known, the larger ones having fins eight or nine



inches long with a body some 18 inches long. Their color is deep blue on the back and sides; their underside is silvery.

The pectoral fins of flying fish are much enlarged and strengthened to support their bodies in the air.

The best place to observe the flying fish is in the ship's bow—the fish become alarmed by the ship's approach and fly out of the water. Frequently, they fly aboard ship by accident and if they strike any part of the ship's rigging they lose their balance and fall to the deck. They make a welcome addition to any ship's larder and are considered by connoisseurs to be a tasty dish.

books until 1956, or when the rate is again open, it is very likely that you could become stale and find it difficult to get back in the groove. People who keep up to date on their training will get the rates when they open up again.

Qualifications for Advancement in Rating Are Revised

Two changes concerning qualifications for advancement in rating have been authorized by the Chief of Naval Personnel, and an additional billet has been listed as sea duty for purposes of advancement in rating.

One big change is that Fire Control Technicians no longer have to complete Fire Control Technician Class "B" School successfully in order to be eligible to take the examination for Chief Fire Control Technician (FTCA).

The other big change is that commands at which facilities are not available for proper demonstration of certain practical factors may qualify personnel in those factors by local written examinations. However, all factors for which facilities are available must be completed by actual demonstration.

Duty while attached to Military

Advancement Exams Will Not Be Given in These Rates

There are some CPO and first class rates in which the situation has become pretty grim. These are popular rates, with many reenlistments, and as the Navy has been reduced in size, BuPers has had to make the quotas for these rates smaller and smaller. It has now reached the point where advancements must be suspended *temporarily* in these rates.

The numbers of personnel on board, service-wide, are so far in excess of allowance that a halt must be called. This *does not* mean that no more advancements will be made in the foreseeable future. It just means that BuPers will hold no exams in these rates in February 1955 and will then take another look before the following exams to see how normal attrition has changed the picture.

Here are the CPO and PO1 rates affected: BMC, BM1, QMC, TMC, TM1, GMC, GM1, OMC, DKC, CSC, CS1, PIC, PI1, ENC, EN1, MEC, ME1, PMC, MLC, ADC, AD1, AOC, AO1, AMC, AM1, PRC, PR1, HMC, HM1, DTC, DT1, SDC, SD1.

Sea Transport Service Commands, except Headquarters Commander Military Sea Transportation Service, is now considered sea duty for purposes of advancement in rating.

Complete details on the changes are contained in BuPers Notice 1414 of 4 Aug 1954, bringing the information in the basic directive, BuPers Inst. 1414.2, up to date. The revisions are contained in Change 2 of that Instruction.

Certain Former Naval Aviation Cadets Are Eligible for Two-Year College Training

Certain Regular Navy officers still have two years of college coming to them under the Naval Aviation College Program.

Under Public Law 729 (79th Congress) as amended, approved 13 Aug 1946, selected Naval Aviation candidates who were high school graduates were given two academic years of college level instruction.

Upon satisfactory completion of these two years, they were ordered to flight training and then to active duty. At the end of their first year of commissioned service, many of these officers elected to make the Navy their career and in order to complete the education of these former NACP officers, the Navy agreed (under PL 729) to order them to their final two years of college training while they retain their status as officers and retain their orders to flight duty.

Previous planning called for the return of the former NACP officers to college upon completion of their first tour of duty. However, the Korean war delayed this program. But this fall it is being started up again and NACP officers will be returning to college in increasing numbers until all eligible officers have completed the program.

Assignment to the program is automatic and no action is required on the part of the officer, except that he may indicate a preference for a particular college by writing to the Chief of Naval Personnel (Attn: Pers-C1222). Most of the 52 NROTC universities listed in the Catalog of U.S. Naval Training Activities and Courses (NavPers 91769-A, January 1953) plus one other, George Washington University, Washington, D.C., are used for the

college training. In order to maintain their flight proficiency while attending college, aviators must select an institution near a naval air station.

Regular pay and allowances will continue while officers are attending college and all expenses incident to academic and physical training (tuition, fees, and books) will be borne by the Navy.

Every eligible officer is entitled to two academic years of college level instruction. The summer term is considered by the Navy as one semester or one quarter.

Since several years have elapsed since the officer's first two years at college, it is expected that some difficulty may be experienced in returning to proper study habits. Since there are no course requirements de-

Ensign and His Hat Are All Wet, But Watch Ticks On

The dripping ensign had just saved a life in the cold waters of Yokosuka harbor. The crew on the deck of his destroyer was hushed and expectant as he climbed back aboard, awaiting his first words. They were, "My watch was waterproof, so that's all right; but my hat—it's ruined!"

Author of those far-from-immortal words was Ensign Nathan B. Steiger, USN, of USS *Theodore E. Chandler* (DD 717).

His life-saving stint had come while the destroyer was tied up in the Japanese port and a visiting businessman fell between two moored ships.

Steiger, who had been standing on deck, heard the man's cry and dashed over to lend assistance. By that time the victim in the water had drifted beneath heavy timbers that had been placed between the two ships to serve as camels.

Without hesitation Ensign Steiger climbed over the rail of his ship, dropped into the water, located and held the victim above the surface until others could pull him to safety.

Neither Ensign Steiger nor the rescued man was much the worse for wear. The only casualty was the ensign's hat.

manded by the Navy, the officers are, for the most part, free to select courses of their own choice, subject only to the approval of the college authorities and guidance by the Professor of Naval Science.

However, the officer is urged to enroll in courses that are a continuation of his previous studies during his first two years of college or to select subjects which will benefit him in his naval career. In either case, BuPers advises, the officer should act wisely in his selection of subjects so that he will be able to obtain a degree upon completion of the two years allowed.

NROTC Ensigns and LTJGs May Request Transfer To Civil Engineer Corps

NROTC trainees commissioned in the U. S. Navy as ensigns and lieutenants (junior grade), who have not yet been selected for retention in a career status and who possess an appropriate baccalaureate degree from a properly accredited college, may now request change of designator to the Civil Engineer Corps after completing 12 months (and before completing 24 months) of active commissioned service.

Authority for requesting the change of designator is contained in BuPers Inst. 1520.5B of 2 Jul 1954, which supersedes BuPers Inst. 1520.5A.

A board will be convened in July of each year to consider the applications of qualified officers. Applications may be forwarded during the first year of commissioned service, and prior to 15 June of each year, but no request will be presented to the board until the requesting officer has completed 12 months' active commissioned service.

Officers recommended by the board will be transferred to the Civil Engineer Corps and assigned to duty in a CEC billet at the earliest practicable date after selections have been made. Officers transferred to the CEC who submit requests for retention in the Navy will be considered for retention as Civil Engineer Corps (Code 5100) officers during their third year of active service.

The new instruction also allows other NROTC ensigns and LTJGs to request Staff Corps designators

prior to their selection for retention in a career status. Formerly such officers could only request retention as line officers, applying for a change of designator after their selection for retention as career officers.

Requests for a change of designator, if approved, will not affect an officer's obligated service or his privileges in regard to career status selection.

Enlisted Men on Active Duty Who Are NROTC Candidates Will Take Exams in December

The Navy College Aptitude Test for selection in the Naval Reserve Officer Training Corps program will be held on a service-wide basis on 11 Dec 1954. Deadline for the nomination of candidates by commanding officers is 20 Oct 1954, by which date nominations should be received by the Chief of Naval Personnel.

The letter of nomination must contain a positive statement by the commanding officer that the candidate meets all eligibility requirements, is recommended and is fully qualified for officer candidate training.

The names of candidates who attain a passing score in the competitive examination will be published in February 1955 in a joint BuPers-Mar Corps directive. Successful candidates will then make formal application for NROTC Training. A total of 200 appointments will be offered to enlisted men on active duty in the Navy and Marine Corps.

Unmarried enlisted men wishing to apply for this program must be eligible in accordance with BuPers Manual Arts. C-1202, C-1204, and C-1406. Successful passing of the USAFI General Educational Development Test Battery, high school level, with a minimum average standard score of 45 on the five GED tests, or no score below 35 on any one of the five tests will be considered as the full equivalent of high school graduation.

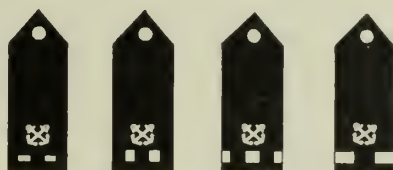
It is also pointed out that any person who was born before 1 Jul 1934 is ineligible to apply, unless possessing previous college experience.

Complete details on the nomination of eligible candidates for the NROTC program are contained in BuPers Inst. 1111.4A of 30 Jul 1954.

WARRANT OFFICERS' INSIGNIA



COLLAR INSIGNIA



SHOULDER BOARD MARKS



SLEEVE MARKS

W-1

W-2

W-3

W-4

New Insignia and Markings Go Into Effect on 1 November For Four Warrant Officer Ranks

A change of warrant markings and insignia instituting four military ranks instead of the present two has been approved by the Permanent Naval Uniform Board. The action is in line with the recent passage of the Warrant Officer Act of 1954 (Public Law 379, 83d Congress).

The new markings, which will be generally the same for the Army, Navy, Air Force and Marines, will enable everyone to tell at a glance just what grade a warrant officer holds. Each of the four grades will have distinctive collar insignia, sleeve markings and shoulder board stripes.

Although the four military ranks will become effective on 1 Nov 1954 the Navy probably will not require its warrant officers to begin wearing the rank designations immediately. There will be a transition period of several months.

For a summary of the new markings, check the accompanying illustration. The sleeve insignia for the three commissioned warrant officer grades will be a ½-inch stripe of gold lace with ½-inch "breaks" of bright blue silk two inches apart. For the warrant officer, pay grade W-1, the sleeve insignia will be a ¼-inch gold stripe with similar breaks.

Shoulder marks will be the same as those now specified for the khaki service coat, except that now the ½-inch blue silk breaks on the

shoulder boards will be spaced only ½-inch apart instead of the present two inches.

The warrant's metal collar marks will still be of the same form and dimension, but he will find a difference in design (see illustration).

Change-Over from Printer to Lithographer to Go Into Effect; Conversion Course Is Available

If you are a Printer (PI), you probably know by now that you must make a change-over in rating to Lithographer (LI). The change-over is a result of the Navy's latest reorganization of its rating structure.

The last PI examination to be scheduled will be that for pay grades E-4 and E-5 only, and will be held in February. After that, there will be no further input into the PI rating, nor will there be any further assignments of PI striker identifications.

The procedures concerning the merging of these two ratings are outlined in BuPers Inst. 1440.15 of 9 Aug 1954 and apply to men of the Regular Navy and Naval Reserve on active duty and to men in the Naval Reserve on continuous active duty with the Naval Reserve Organization (TAR). Regulations concerning inactive Naval Reservists affected by this merger will be published at a later date.

Commanding officers will afford PIs every opportunity for in-service training that will qualify them for change to the LI rating, or to attend the PI-LI "conversion course." The conversion course is a special in-service course which will be conducted in the Defense Printing Service (DPS), Washington, D.C., and the District Printing and Publications Office, San Francisco, Calif.

All personnel in the PI rating are encouraged to participate in the service-wide LI examinations in equal pay grade, or for the next higher grade, when eligible. However, personnel should be thoroughly checked out in practical factors before taking the exam. The successful completion of the conversion course, it should be noted, will not exempt personnel from the practical factors required.

The combining of these rates will necessarily cause an excess in the LI rate. Hence, it might be a good idea

for PIs to check into the possibilities of taking advantage of changing their rating to one in the electronic field.

Conversion to the LI rating may be accomplished by one of the following procedures, whichever is appropriate:

- Change in rating symbols of strikers.
- Change in rating in the same pay grade on recommendation and successful completion of service-wide exam.
- Advancement from PI in one pay grade to LI in the next higher pay grade.

PISN and PISA may qualify for, and be changed to, LISN and LISA in accordance with BuPers Inst. 1430.4.

Recommendations for change in rating from PI to LI in equal pay grade may be submitted in the cases of personnel who take the service-wide competitive examination for LI of the same pay grade at the regularly scheduled times for such examination (the February 1955 examinations will be the first used for this purpose). Personnel taking examinations for change-over will have their examination answer sheets submitted to the Naval Examining Center for scoring.

To be eligible for participation in the examination you must have completed the appropriate naval training courses required by NavPers 10052B for the LI rate concerned. Also you must have completed the practical factors in the *Manual for Qualifications for Advancement in Rating* (NavPers 18068) for the professional qualifications for the LI rate concerned.

You may also qualify for concurrent change and advancement in rating by taking the examination for advancement to the *next higher* pay grade in the LI rating. Personnel who pass this examination but cannot be advanced due to quota limitations will be changed to LI in *equal* pay grade.

Naval Reservists and members of the Fleet Reserve on active duty who hold PI ratings will be recommended for a change to the appropriate emergency service rating of LIP or LIT upon successful completion of the service-wide competitive examinations.



"But it's my inspection hat and I'm sure the Captain won't mind going back for it."

Housing Improves in Alaska With 344 New Homes at Kodiak

The housing shortage in Kodiak, Alaska, was struck a mighty blow as 344 modern homes were readied for occupancy in the Aleutian Homes Project.

The first 18 dwellings were occupied in mid-July with the others being occupied when completed. All units were scheduled for completion in September.

The Aleutian Homes Project, sanctioned by the FHA, began in February 1953 and is divided into three types of homes. Type 1 consists of 79 two-bedroom units without garage. Type 2 has 171 two-bedroom units with garage and type 3 has 94 three-bedroom units with garage. The monthly rental is \$110, \$130 and \$150, respectively. Utilities are not figured in the basic monthly rent figure.

All the homes are unfurnished except for a few basic items. Type 1 homes have bottled-gas kitchen stoves, water heaters and electric refrigerators. Type 2 homes have all these, plus an automatic clothes dryer and type 3 homes have all the above plus a semi-automatic washing machine.

All the homes are centrally heated and the heating plant may also be utilized as an air-conditioning unit during the summer.

The four-and-a-half-million dollar housing project gives military personnel top priority on occupancy, followed by civilian employees of the Navy and then citizens of the town of Kodiak.

Six New Films on Navy Life Available for Distribution To Film Libraries PIOs

Six new Navy public information films are now available for distribution to film libraries and public information officers throughout the Navy. These films portray various phases of Navy life and are aimed toward giving a better understanding of the Navy's position in the world today. The films are:

- "Report of the Navy" a 20-minute color film depicting the important events that happened in the U. S. during the period 1953-54. The Navy's role in the wind-up of the Korean action is shown together with the constant training, build-up, and planning done to maintain the Navy as a potent deterrent to aggression.

- "Story of Naval Aviation" is a 28-minute black-and-white film which shows the chronological development of U. S. naval aviation from its inception to its present role as a major striking weapon of the fleet. Such significant events as the first trans-Atlantic flight and the first U. S. carrier landing are depicted, as well as the use of present day high performance Navy jet aircraft. The close integration of aviation in fleet operations is stressed throughout.

- "The Annapolis Story" is a 28-minute color film which briefly outlines the four-year course at the U. S. Naval Academy covering its professional, educational, athletic and recreational highlights. The picture presents a balanced, graphic description of the Academy, what it does and what it has to offer.

- "Carrier Action Off Korea" is a 13½-minute film in black-and-white which illustrates the role carrier aviation played during the Korean conflict.

- "David Taylor Model Basin" is a 12-minute black-and-white film dealing with the story of the men and science involved in the research, development and testing of ship and aircraft designs for the Navy.

- "Take 'er Down" is a 13½-minute black-and-white film which presents the thrilling history of the Navy's undersea service from the building of *uss Holland*, in the early 1900s to the launching of the atomic powered *uss Nautilus*.

PA Checks You and Your Job, Tries to Help You Do It Better

Just as you can't judge a book by its cover, it's impossible to tell what a man can do by merely looking at him. The Navy knows this and has set up an outfit to go beyond the surface and find out just what each man is best qualified for.

Brains of the outfit are located in the Personnel Analysis Division of the Bureau of Naval Personnel with the muscles of the organization at field activities in San Diego, Calif. and Washington, D. C.

Theirs is the on-the-spot job of matching a man's capabilities with billet requirements. In doing so they analyze the duties and responsibilities involved and establish standards for selection, assignment, training and related purposes.

Some time during a career in the Navy, each man and officer comes under the gaze of the Personnel Analysis people and the various billets and ratings are under constant surveillance.

When a new rating is being discussed for possible inclusion in the rating structure, the PA people are among the first to be called in. They are assigned the task of deciding whether one of the ratings already in operation can handle the new job or whether it would be advisable to set up a new rating. If they decide on the latter course, they must then aid in establishing the training and tests needed for the new rating.

As a case in point, PA field units did a great deal of work on the new rating of guided missileman, which will be integrated into the Operating Forces in the near future.

With guided missiles becoming increasingly important in naval warfare, the Chief of Naval Personnel determined a need for two guided missile General Service Ratings—one

in the surface ratings and another in aviation.

The PA division was given the task of developing a program for the study of just what was needed in the way of personnel, courses, whether a school should be set up or not and various other information.

The field activities were directed to prepare the basic qualifications for advancement in the new ratings. They sent out teams of Occupational Analysts to study the missiles coming up for Fleet use and to get a first-hand look at the on-the-job know-how that was needed.

The teams visited various guided missile training units and service units throughout the U.S. They talked with enlisted men and officers doing the work at that time and observed the men at their jobs.

All the written information on guided missiles was gathered and checked with top engineers, both in industrial plants and on the line, with the men actually handling the maintenance and firing of the missiles.

The number and variety of duties performed, the tools used, types of knowledge needed, degree of skill and responsibility involved and many other allied subjects for each pay grade were studied and re-studied until the men on the teams could have performed the work themselves.

When every bit of available data had been gathered, the PA people sat down and wrote up the qualification recommendations, helping to establish the degree of responsibility for the different pay grades. Navy enlisted classifications and codes were developed. Finally, the program was ready to be put into operation.

With the rating structure ready, classifications and codes developed, and the courses of instruction lined up, it would now seem that the PA personnel could sit back and forget about the guided missile program. Such is not the case. In the months and years to come, they'll be busy checking back on the schools through tests and personnel interviews, striving to improve the methods of teaching. They will also be out in the field devising easier methods of doing the work and eliminating unnecessary tasks that spring up.

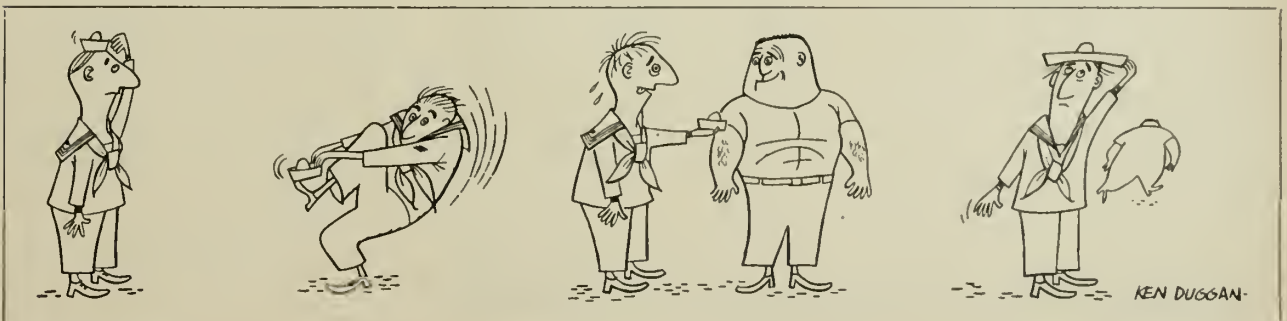
If that sounds like a lot of work to go through to develop one rating, just multiply it by the total number of ratings and billets in the Navy and you'll have an idea of the task assigned the Personnel Analysis Division. And that is only part of its job.

PA must also make sure that officers are qualified to perform the duties assigned them. They work on this subject all the way from initial selection to officer status through training, assignment, promotion and evaluation.

A special manual, the *Manual of Navy Officer Billet Classifications* (NavPers 15839) was prepared by the PA division to use in determining the requirements for various categories of officer personnel. The Navy, through use of the manual, is in a better position to utilize officers in billets for which they are best qualified.

What it all boils down to is this, the Navy knows that the finest piece of machinery or electrical gear is only as good as the man behind it. Personnel Analysis has the job of making sure that the man behind the machine is as highly skilled as the machine.

It is doing just that.



Roundup of Action on Legislation of Interest to the Navyman

A full slate of new laws which affect the Navyman, his dependents and the Navy veteran was passed by the now-adjourned 83rd Congress.

Here is the final summary of changes in status of bills previously introduced and reported in this section.

Legislation which did not become a public law is not included in this final round-up since, as explained

below, it must now be reconsidered.

Any bills introduced but not acted on as the 83rd Congress came to an end have now died. However, the same bill—or one like it—can be re-introduced in the next Congress. If a similar bill should be introduced, the committee work done on the former bill will probably be taken into consideration by the new committee and therefore will not be wasted.

Family Housing — Public Law 765 (evolving from H. R. 9924): In part, authorizes the Secretary of the Navy to order the repair or construction of more family housing units for military personnel and their dependents at various naval stations and Marine Corps activities both in the continental U. S. and at overseas bases.

P.O.W. Benefits — Public Law 615 (evolving from H. R. 9390): Extends benefits to Korean War veterans similar to those offered to World War II veterans. The law provides benefits of \$1 a day "detention benefits" for each day a serviceman was held captive in Korea and another \$1.50 a day for each day that it is later determined that he was held prisoner under conditions inferior to those set down by the Geneva Convention or was subjected to "inhumane treatment" at the hands of his captors.

Burial Benefits — Public Law 495 (evolving from S. 1999): Authorizes burial rights for Naval Reservists who die while on active duty, on active duty for training, while performing authorized military travel, or under certain other circumstances. The law also provides certain burial benefits for dependents of military personnel who may die while residing with the serviceman at a place outside the continental limits of the U. S.

Veteran Homestead Rights — Public Law 402 (evolving from S. 1823): Allows the same benefits to Korean veterans allowed to World War II veterans in connection with priority for homestead rights.

Reserve Officers Personnel Act — Public Law 773 (evolving from H.R. 6573): The new law is based on the proposition that basically, promotion of Naval Reserve officers on active duty should parallel promotion provisions for Regular officers. The law provides a statutory basis for Naval Reserve officer promotion and elimination and also contains provisions relating to precedence, constructive credit, distribution and retention of Reserve officers.

Academy Appointments — Public Law 381 (evolving from H. R. 4231). Authorizes appointments from the "U.S. at large" of sons of mem-

WAY BACK WHEN

USS Oregon's Record Run

Most Navy men will recall the speed run made by the aircraft carrier USS Boxer (CV 21) in mid-1950. Soon after the outbreak of the Korean war, Boxer made her record-setting trans-Pacific crossing with a load of badly needed aircraft.

But this wasn't the first time that a naval vessel had been called upon to perform such a feat of speed in time of emergency.

When relations between the U. S. and Spain reached the breaking point in 1898, Rear Admiral William T. Sampson, USN, was ordered to gather together a fleet of warships in Florida for action in the Cuban area.

One of the ships destined for this fleet was the battleship USS Oregon (BB 3), which at the time was berthed at San Francisco, Calif. Captain Charles E. Clark, USN, was dispatched there to take command of Oregon, one of the largest ships of that time. He was to proceed through the Strait of Magellan and join the fleet in Florida.

When he arrived, Captain Clark found the crew green but eager. Oregon began her long trip in mid-March 1898. Soon after getting underway, the ship's engines became unbearably hot. The chief engineer reported that Oregon would not be able to hold the speed necessary to reach her destination in time if salt water had to be taken into the boilers.

The Captain told the crew the situation and they volunteered to give up their own fresh water in order to get the ship to battle. The crew also decided to give the firemen and coal passers Oregon's stock of ice because of the inferno-like heat of the engine-room during the forced run.

The ship made record time down the Pacific Coast of South America but was forced to lie-to during a gale while passing through the Strait of Magellan.

After riding out the storm, Oregon picked up the gunboat *Marietta* which arranged loading of a much needed supply of coal at Sandy Point. *Marietta* also brought word that hostilities with Spain were imminent.



Recoiled at Rio de Janeiro on 30 April, Oregon proceeded toward the U. S. in company with *Marietta* and the merchant steamer *Nichteroy*. Slowed down by the small ships, Oregon finally abandoned her escort in spite of the danger of Spanish warships in the area.

The Spanish Fleet did not sight Oregon and on 24 May 1898 she reached Jupiter Inlet, Fla., ready for battle. Three days later she was heartily cheered by the crewmen of the other vessels of Admiral Sampson's battle fleet as she steamed along the line of ships.

Oregon had completed the longest and fastest run achieved up to that time in naval history. During the passage of 14,700 miles, her average speed, not including port time, had been 11.6 knots, a record for that day.

An important result of the speed run was to point out the need for a canal to link the Atlantic and Pacific Oceans for more effective naval operations.

During World War I, Oregon served as flagship for the Commander Pacific Fleet. Her last duty before being decommissioned was serving as President Woodrow Wilson's reviewing ship.

Stripped down to the main deck, Oregon is at present moored in Apra Harbor, Guam.

bers of the armed forces who died as a result of hostilities in the Korean conflict, as had been authorized previously for sons of members who died as a result of service in World War I or World War II.

Service Secretaries — Public Law 562 (evolving from S. 3466): Provides for two additional assistant secretaries each for the Army, Navy and Air Force. One of the new assistant SecNavs is to be designated "Assistant Secretary of the Navy for Financial Management."

'Veterans Day' — Public Law 380 (evolving from H. R. 7786): States that November 11th of each year shall continue to be a national legal holiday but that it shall be known as "Veterans Day" instead of "Armistice Day."

Cemetery Markers — Public Law 675 (evolving from H. R. 4690): Provides for the erection of appropriate markers in national cemeteries to honor the memory of members of the armed forces missing in action.

Naturalization of Servicemen — Public Law 86 (evolving from H. R. 4233): Provides for the expeditious naturalization of persons who served in the armed forces of the U. S. for at least 30 days since the outbreak of Korean hostilities. Alien servicemen seeking naturalization under the new law have to furnish affidavits of at least two creditable citizens who can vouch for their good moral character but, if still on active duty, do not have to appear in court.

Korean G. I. Bill — Public Law 610 (evolving from H. R. 9888): Gives post-Korean veterans three years from the date of their discharge to start training under the Korean G. I. Bill of Rights. Part of the effect of the law is to give another year's grace to those veterans who previously had been required to begin training this past August or lose their entitlement.

Modernization of Merchant Types — Public Law 608 (evolving from S. 3546): To provide a "stimulus to shipbuilding and ship repair industries of the nation" and help provide an adequate and ready reserve fleet of merchant and auxiliary vessels, the law authorizes Federal aid in the modernization and improvement of certain merchant-type vessels.

New Enlisted Correspondence Courses Available

Twelve new Enlisted Correspondence Courses have been made available to all enlisted personnel, on active or inactive duty.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Application For En-

listed Correspondence Course (NavPers 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

Here are the new courses:

Title of Course	NavPers No.	Applicable to Following
		Ratings in Particular
*Bailerman 2	91512-1	BT, BTG, BTR
*Bailerman 1	91513-1	BT, BTG, BTR
*Chief Bailerman	91514-1	BT, BTG, BTR
*Disbursing Clerk 3	91435-2	DK
*Disbursing Clerk 2	91436-2	DK
*Disbursing Clerk 1	91437-1	DK
*Chief Disbursing Clerk	91438-1	DK
IC Electrician 3	91528	IC
Mineman 1	91336	MN
Chief Mineman	91337	MN
*Ship's Serviceman Tailor Handbook	91463-1	SH
*Steward 3	91692-2	SD, SDG, SDS
*Available for repeat credit.		

Veterans in State Homes — Public Law 613 (evolving from H. R. 8180): Raises from \$500 a year to \$700 a year the amount the U. S. government will pay toward the support of disabled veterans being cared for in state homes. The veteran, however, must be certified by the V. A. Administrator to be in need of such care.

Rights of Vessels — Public Law 680 (evolving from H. R. 9584): Should a vessel of the U. S. be seized by a foreign country on the basis of rights or claims not recognized by the U. S. and there is "no dispute of material facts with respect to the location or activity of such vessel at the time of seizure," this law authorizes the Secretary of State to attend to the welfare of such vessel and its crew while it is held by such country and to secure the release of such vessel and crew, paying any fines or posting any bonds that may be required. The Secretary of State shall then take such action as he may deem appropriate to make the collection on claims against that country for amounts expended because of the seizure.

Veterans Disability Pensions — Public Law 695 (evolving from H. R. 9020) and Public Law 698 (evolving from H. R. 9962): Together, the

two laws raise the compensation due veterans with both service-connected and non-service-connected disabilities, or their survivors, by varying amounts. The average increase in payments amounts to five per cent.

Commissary Rights Are Authorized for Navy Widows

Commissary rights are authorized for Navy widows who have not remarried. This privilege was reported as having been no longer in effect in an article in ALL HANDS, August 1954 (page 48).

It is true that this privilege of unremarried widows was at one time withdrawn but it was later reestablished, and the erroneous statement in the August issue resulted from a reference to instructions that were no longer in effect.

AlStaCon Eight of 6 July 1953 had revoked the commissary rights of unremarried widows in accordance with Public Law 91 of the 83rd Congress, which stated that commissary stores within the continental limits of the U. S. would be operated solely for members of the armed forces and their immediate families. A subsequent AlStaCon, effective 1 Aug 1953, restored the widows' rights and they have been in effect since that time.

What's Your Status under UMT&S Act, Selective Service?

WHAT ARE YOUR OBLIGATIONS — and rights — concerning your active duty and Reserve requirements? Under what circumstances does a Navyman acquire an eight-year obligation? Must you agree to serve for eight years when you first enlist? After serving on active duty, what are your Selective Service obligations?

These are questions which are of continuing concern to every Navyman, whether Regular or Reserve, officer or enlisted. You'll find the answers below.

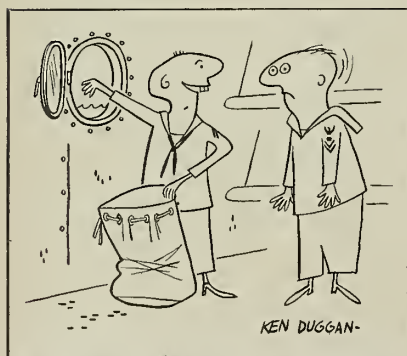
Bear in mind, however, that the policies described below are general statements for your information only, and do not in any way constitute authority for release, induction or action of any nature.

It's very probable that the conditions cited below may not fit your specific case. If so, don't tell BuPers or ALL HANDS about it. If you have a question concerning your military obligations, it is suggested that you ask the activity which holds your records. In most cases, you'll find yourself referred to the personnel officer of your ship or station. Reasonably enough, the Selective Service System knows better than anyone else the answers to questions concerning Selective Service.

It should also be noted that these statements concerning the Universal Military Training and Service Act (UMT&S) and Selective Service refer only to men. They do not apply to women.

Universal Military Training and Service

In brief, and at the possible risk



"Boy! What a difference from boot camp; my sea bag's empty and this locker isn't even filled yet!"

of oversimplification, the UMT&S (as amended) provides: *If you are qualified, less than 26 years old, and are inducted or enter into an enlistment or appointment into any of the armed services for the first time AFTER 19 Jun 1951, you have acquired an eight-year obligation.*

UMT&S also permits Selective Service to induct qualified men for two years of military service and training.

The Armed Forces Reserve Act of 1952 (AFRA), provides for the assignment of Reservists to mobilization categories and also contains authority for the mobilization of the Naval Reserve.

In Section 4(d) of the UMT&S, three general categories of enlisted personnel are described and the periods of additional obligated service are specified for each. The first two categories are comprised of certain persons who were enlisted or appointed in the Regular Navy between 24 Jun 1948 and 19 Jun 1951, both dates inclusive.

The third and main category is comprised of persons who were inducted or who entered into an initial enlistment or appointment in the armed forces after 19 Jun 1951 while under 26 years of age.

This section of UMT&S provides:

- If you enlisted or reenlisted in the Regular Navy between 24 Jun 1948 and 19 Jun 1951, both dates inclusive, and served therein for less than three years, you shall upon your release from active duty, be transferred to the Naval Reserve if eligible. After your transfer, you are required to remain a member of the Reserve for five years unless sooner discharged.

This category consists principally of persons who were transferred to the USNR and released from active duty rather than discharged, for reasons of dependency or hardship, and of certain persons discharged from an enlisted status in the Regular Navy in order to enter certain officer candidate programs.

- If you were 18 years old and, between 24 Jun 1948 and 19 Jun 1951, both dates inclusive, you enlisted in the Regular Navy for one year and were then discharged under honorable conditions, you were

transferred to the Naval Reserve and obligated to serve therein for six years, unless sooner discharged. (When you were enlisted in the Regular Navy under these circumstances you were designated USNEV; when transferred to the Naval Reserve, you became USNRV.)

Of more general interest is the following provision of UMT&S. It provides:

- If, AFTER 19 Jun 1951, you were inducted into any of the armed forces, or entered into an initial enlistment or appointment in the Regular Navy or Naval Reserve while under 26 years of age, you have acquired an obligation to remain in the armed forces for a period of eight years from the date of your induction, enlistment or appointment unless sooner discharged for the purpose of complete separation from military status.

This obligation may be fulfilled by service in either the Regular Navy or Naval Reserve or a combination of both for a total of eight years.

The phrase "initial enlistments or appointments" refers to enlistments or appointments in the Regular Navy or Naval Reserve by persons who have not previously been members of the armed forces.

If you have acquired this eight-year obligation because of an initial enlistment in the Regular Navy, you will, upon expiration of your enlistment contract, be transferred to the Naval Reserve, if eligible. You will be obligated to serve in the Naval Reserve (or any other reserve component of the armed forces) for the balance of the eight-year period or until sooner discharged.

However, if qualified, and you desire to continue your service in the Regular Navy you may be discharged for the purpose of immediate reenlistment or be permitted to extend your enlistment. Service under these conditions will reduce your eight-year obligation.

If you enlisted in the Naval Reserve after 19 Jun 1951 while under age 26 and have not previously been a member of the armed forces, you also have an obligation for a total of eight years from the date of your enlistment, unless sooner discharged.

That's the essence of the UMT&S as it applies to the eight-year obligation. It should be noted that no reference is made to personnel who became members of the Naval Reserve on or before 19 Jun 1951. Further, no reference is made to USN personnel who enlisted before 24 Jun 1948 or those who served three or more years in the Regular Navy if the enlistment was on or before 19 Jun 1951.

Details of the UMT&S as they apply to enlisted naval personnel are described in BuPers Instructions 1001.8, 1910.5B, and 1001.17.

Selective Service Obligations

- For one thing, if you've served on active duty for 24 months or more, you will not be inducted, or if you have served six months or more since 23 Jun 1948, an executive order provides that you will not be inducted. However, upon your release from active military service, you are required to register with your local Selective Service board within 30 days, if you have not already done so. If you have registered, inform your board of your release, within 10 days.

—C. W. Keiningham, SK3, USN.

- All Navymen, whether Regular or Reserve, who entered active military service before 24 Jun 1948 and were discharged after that date upon the completion of three or more years of active duty will be placed

Naval Reservists who entered on active duty before 24 Jun 1948 and were released after that date after serving over six months, but less than three years, are liable for induction under the present law. However, local boards of the Selective Service system have received instructions not to induct such personnel.

Naval Reservists who are classified as I-D because they were members of an organized unit on 1 Feb 1951, and have continued in this classification until they are 26 years of age, are exempt from induction. However, like all others, *they are not*

CLASS I

- | | |
|-------|--|
| I-A | Registrant available for military service. |
| I-A-O | Conscientious objector registrant available for noncombatant military service only. |
| I-C | Member of the armed forces of the United States, the Coast and Geodetic Survey, or the Public Health Service, and certain registrants separated therefrom. |
| I-D | Qualified member of Reserve component, or student taking military training, training, including ROTC and accepted aviation cadet applicant. |
| I-O | Conscientious objector available for civilian work contributing to the maintenance of the national health, safety, or interest. |
| I-S | Student deferred by law until graduation from high school or attainment of age of 20, or until end of his academic year at a college or university. |
| I-W | Conscientious objector performing civilian work contributing to the maintenance of the national health, safety or interest or who has completed such work. |

CLASS II

- II-A Occupational deferment (other than agricultural and student).
II-C Agricultural deferment.
II-S Student deferment.

CLASS III

- III-A Extreme hardship deferment, or registrant with a child or children reported prior to 25 Aug 1953.

CLASS IV

- IV-A Registrant with sufficient prior active service or who is a sole surviving son.
IV-B An official deferred by law.
IV-C Deferment of certain aliens.
IV-D Minister of religion or divinity student.
IV-F Physically or mentally unfit or morally unacceptable.

CLASS V

- V-A Registrant over the age of liability for military service.

51



"My old buddy! World War II, Inchon, Hong Kong—the Med. After all these years . . . what was your name?"

exempt from registration unless they are on active duty.

Selective Service regulations provide that registrants who entered on active duty on or after 24 Jun 1948, other than for training only, and who have, after six months or more of honorable service, been discharged will be placed in class I-C (Disc.). If transferred to the Naval Reserve, they will be placed in class I-C (Res.).

A registrant placed in any class other than I-A or I-A-O is not liable for immediate induction by Selective Service. You must be reclassified into either class I-A or I-A-O before you can be inducted by your local board.

What about induction liability after the age of 26?

There's been a lot of confusion about this point. Selective Service has prepared this statement especially for ALL HANDS:

The 1951 amendments to the UMT&S and Part 1622.13 of the Selective Service Regulations provide that any registrant who on 1 Feb 1951 was a member of an organized unit of the Naval Reserve, The Marine Corps Reserve, or the Coast Guard Reserve shall be placed in class I-D and kept there so long as he continues to be a member of the unit and satisfactorily participates in scheduled drills and training periods.

Section 6(h) of the same Act provides that persons who, on or after 19 Jun 1951 were in a deferred classification prior to attaining their 26th birthday, or who are or may be deferred under the provisions of Section 6 of the Act, remain liable for service until their 35th birthday (see below).

The following classifications are considered deferments under Section 6 and are the *only* ones which extend a registrant's age of liability from 26 to 35:

- NROTC students and members of other specified officer training programs.
- Accepted aviation cadets deferred so that they may be called for flight training.
- Elected government officials.
- Men deferred because of fatherhood or hardships to dependents.
- Men deferred because of civilian occupations or because of agricultural occupation.
- Men rejected for service because of physical, mental, or moral reasons.

- Students deferred either by regulations or by law.

This means that if you were NOT deferred on or after 19 Jun 1951 for one of the reasons listed above, you have no further liability after you reach your 26th birthday. You are classified V-A (over-age).

FMF Combat Operation Insigne Authorized for Naval Personnel

Latest information on eligibility of naval personnel for wearing the Fleet Marine Force Combat Operation Insigne is contained in BuPers Inst. 1650.4B. Authorized to wear the insignie are members of Navy units as well as those persons who individually served on duty with and were attached to FMF units in active combat. As determined in a previous Instruction, this includes hostilities in Korea and any future wars, conflicts or insurrections.

The miniature bronze replica of the official U. S. Marine Corps emblem will be worn centered on the appropriate campaign ribbon. For example, Navymen who served with FMF units during combat in Korea would wear the emblem on the Korean Service Ribbon. Only one emblem may be worn on any one campaign ribbon but authorized engagement stars may be worn. They will be arranged symmetrically on the ribbon in relation to the emblem, the first star to the wearer's right, and the second to his left.

Further details concerning the new insignie and the determination of eligibility may be found in BuPers Inst. 1650.4B.

List of Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in August.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Long Wait (117): Murder Mystery; Anthony Quinn, Peggie Castle, Charles Coburn.

About Mrs. Leslie (118): Drama; Shirley Booth, Robert Ryan.

Take The High Ground (119) (T): Army Drama; Richard Widmark, Karl Malden, Elaine Stewart.

Francis Joins The Wacs (120): Comedy; Donald O'Connor, Julia Adams, Zasu Pitts and "Francis" the Talking Mule.

Kings Row (121) (Re-issue): Drama; Ann Sheridan, Robert Cummings.

Drums Across The River (122) (T): Western; Audie Murphy, Lisa Gaye, Walter Brennan.

Gentleman Jim (123) (Reissue): Boxing Melodrama; Errol Flynn, Alan Hale.

Indiscretion Of An American Wife (124): Drama; Jennifer Jones, Montgomery Clift.

Desperate Journey (125) (Re-issue): War Melodrama; Errol Flynn, Ronald Reagan.

The Lone Gun (126) (T): Western; George Montgomery; Dorothy Malone.

Queen of Sheba (127): Biblical Spectacle; Gino Cervie, Leonora Ruffo.

Blackout (128): Murder Drama; Dane Clark, Belinda Lee.

Bounty Hunters (129) (T): Randolph Scott, Dolores Dorn.

Escape From Fort Bravo (130) (T): Western; Eleanor Parker, William Holden.

The Scarlet Spear (131) (T): African Drama; Martha Hyer, John Bentley.

The Saracen Blade (132) (T): Adventure Drama; Ricardo Montalban, Betta St. John.

Bowery Boys Meet The Monsters (133): Comedy; Leo Gorcey, Huntz Hall.

Her Twelve Men (134) (T): Romantic Comedy; Greer Garson, Robert Ryan, Barry Sullivan, Barbara Lawrence.

Rails Into Laramie (134) (T): Western; John Payne, Mari Blanchard, Dan Duryea.

The Caine Mutiny (136) (T): Sea Adventure; Humphrey Bogart, Jose Ferrer, Fred MacMurray, Robert Francis, May Wynn, Van Johnson.

The Naked Alibi (137): Mystery Drama; Gloria Grahame, Sterling Hayden, Marcia Henderson.

Secret Of The Incas (138) (T): Adventure Drama; Charlton Heston, Robert Young, Nicole Maurey, Yma Sumac.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 36—Directs commands to submit new lists of officers on their roster together with current information on what security checks have been run on each.

No. 37—Announces the selection for temporary promotion to the grade of rear admiral of eight officers of the Staff Corps.

No. 38—Summarizes statutory re-

tirement provisions for male and female warrant officers of the Regular Navy.

No. 39—Announces the selection of 282 officers of the line of the Regular Navy and Naval Reserve on active duty for temporary promotion to the grade of captain.

BuPers Instructions

No. 1111.4A—Concerns nomination of enlisted personnel for entry into competition for the 1955 NROTC program.

No. 1306.6A—Prescribes procedures for enlisted personnel to request assignment to duty in naval missions, offices of naval attachés, military assistance groups and similar activities.

No. 1440.15—Prescribes the administrative procedure for effecting changes in rating of personnel necessary to implement the consolidation of the PI and RI ratings into the single rating of LI.

No. 1520.37—Consolidates the policies of the "Five-Term College Training Program" for officers transferred to the Regular Navy who possess less than two years of college training.

No. 1520.38—States that additional college training due naval aviators under the Naval Aviation College Program is being resumed this fall.

No. 1626.8A—Gives current instructions concerning claims for reimbursement for dependents' transportation.

No. 1650.4B—Passes the word on how to wear the recently authorized Fleet Marine Combat Operation insignia.

BuPers Notices

No. 1140 (2 Aug 1954)—Makes several minor changes in BuPers Inst. 1140.1A (Change One) which relates to the submission of forms concerning induction quotas under the Selective Service system.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7

1. (b) Snatch black.
2. (c) Swivel link.
3. (c) Guided Missileman. The special mark on left represents Guided Missileman (GS), the other is Aviation Guided Missileman (GF).
4. (a) General service ratings.
5. (b) Balloon pilot.
6. (c) On the left breast.

No. 1414 (4 Aug 1954)—Makes a change in BuPers Inst. 1414.2 stating that Fire Control Technicians (FTs) no longer have to complete Class B school in order to be eligible to take the exam for Chief Fire Control Technician.

No. 1650 (10 Aug 1954)—Informs personnel how to replace lost or damaged medals and devices.

No. 1412 (16 Aug 1954)—Makes a minor change to BuPers Inst. 1412.7 (Change One) which relates to sea and foreign service requirements for promotion of line officers in the Regular Navy.

No. 1740 (23 Aug 1954)—Announces the recently passed FHA mortgage insurance provision for "career personnel" of the armed forces and states that detailed instructions will be issued on it as soon as possible.

Eliza Gets Her Face Lifted As Charleston Club Goes Modern

Navy men returning to Charleston, S. C., Naval Base after several months away from Sixth Naval District's home port will find Eliza Lucas Hall still outside the main gate and away down the hill, but the "old girl" has had her face lifted—an operation which transformed the front section of the aged building into a modern-type servicemen's center comparable to any in the country.

One of the most important features of the rambling structure's "new look" is the conversion of the old gymnasium into a modern club area complete with kidney-shaped tile dance area, new bandstand, tables, and semi-circular leatherette booths. Black-tiled floors and a 12-foot ceiling of acoustic material complete the large clubroom in the 37-year-old structure.

Other improvements include a new refreshment bar and short-order counter, television lounge, reading room, and new air-conditioning, lighting and heating systems.

Renovation of the club was financed by the base's non-appropriated funds, supplemented by a grant from the BuPers Central Recreation Fund.

These funds are derived from the profits of Navy Exchanges and ship's stores.

Going to Germany Soon? Here's Word on Living Conditions

From time to time, **ALL HANDS** publishes reports on overseas living conditions. This one gives the latest information on living conditions in Germany for U. S. naval personnel and their dependents.

U. S. naval personnel in Germany are located in most cases at Heidelberg, headquarters for the Commander, Naval Forces, Germany; U. S. Naval Advanced Base, Bremerhaven; U. S. Navy Rhine River Patrol at either Schierstein, Mannheim or Karlsruhe; and on ComNavGer Staff at Berlin. The following information generally applies to all these activities.

Climate—The weather in Germany is similar to that of the North Atlantic states, with balmy, pleasant spring; warm, hazy summer; "Indian Summer" autumn; and a cold, damp winter spiced with occasional freezing temperatures.

Housing — There is currently a critical dependent housing shortage in the American Zone of Germany. Hence, it is necessary for all personnel to report to their new permanent duty stations *before* applying for dependent housing and transportation of dependents.

Quarters are provided in lieu of rental allowance. The waiting period for government quarters varies from a few weeks to eight months, depending on the particular location to which the member is assigned. Some quarters are private homes that have been requisitioned to house occupation personnel. The majority of families are billeted in apartments which have been constructed under administration of the occupation forces.

Quarters are usually assigned in accordance with rank and rate seniority. However, family size and date of departure from the U. S. are also important determining factors. Enlisted personnel below the rate of PO2 are not permitted to bring dependents to the European Command.

Household Effects — Take along your favorite kitchen utensils and knick-knacks, also such items as "favorite lamps," and table, bath and bed linens. Blankets are provided. Household effects shipped from the States under your orders should be addressed to yourself in care of "Supply Officer, U. S. Naval Advanced Base, Bremerhaven, Germany."

Furniture — In most cases, the quarters provided are comfortably and adequately furnished with respect to major items such as furniture, china, glassware and flat silver. Refrigerators and stoves are provided with each billet and have proved adequate.

Utilities—Don't take along your television set or electric clock because of the 50-cycle current in Germany. Current is either 220 volts, 50-cycle AC or 110 volts, 50-cycle AC. Other than the above mentioned articles, most American-made appliances will work satisfactorily, so take them along. It's also advised that fully automatic washing machines be left at home although a wringer-type machine will work okay.

Clothing—Service Dress Blue "A" is worn from November through March; Service Dress Blue "B" April through October. The service Dress Khaki is optional during working hours in summer months.

The Service Dress Whites are now required for official-social functions when specified. Take along the evening dress uniform, if you have one. Civilian clothes may be worn by naval personnel when off duty. Exchanges carry civilian clothes and tailoring is generally good and fairly inexpensive.

Bring along an adequate supply of socks, ties, shoes, caps, insignia and other accessories. Most of these small items, however, are available at the ship's store in Bremerhaven.

Women will find the dressing tastes of New York or Washington quite appropriate in Germany. Light cottons, linens and silks for summer; woollens and correspondingly heavier materials for fall, winter and spring. Most American service wives prefer to bring a supply of shoes to last them a full tour of duty.

It's also recommended that you take along plenty of children's clothing. The Exchanges have only a limited supply of children's clothing.

Food—Most food for naval personnel in Germany comes through Army commissaries, Post Exchanges and Class "B" Messes. A moderate variety of meats, canned goods and frozen and fresh vegetables are carried and prices compare favorably

Duty with ComLifeRaftLant Has its Surprises

"Four-oh" is perfect in the Navy, and that's the mark a crew of a P2V-5 got in ditching procedure from their Operational Readiness Inspection observer during a recent flight out of NAS Brunswick, Me.

During an operation flight with the observer on board, the crew was being put through their paces in safety and operational techniques. When the pilot ordered "prepare for ditching" the crew went to their stations believing it was part of the inspection.

The port engine had been feathered but it all seemed routine until the second engine backfired and lost power.

In a matter of minutes the pilot had taken the plane into a long glide and the crew was standing by for the real thing. This was no drill.

The plane hit the water with nary a bounce and everything went off just as the ditching manual says it

should. Crew and observer scrambled out of the plane and onto the life rafts approximately 110 miles east of Long Island.

An emergency radio was put into operation, notifying NAS Quonset Point of the ditching. One and a half hours later a rescue plane hove into view and picked up the Navymen without a hitch.

The return of the crew to Brunswick was marked by a whole-hearted reception by the entire squadron. In an impromptu ceremony the pilot was given orders to duty with "ComLifeRaftLant" for his outstanding part in the ditching, while the rest of the men were awarded large gold stars which marked them as "Heroes, First Class."

There wasn't anything the observer could do but give the crew 4.0 on ditching procedures when he wrote up his report. After all they even brought him back!

to those of Stateside commissaries. The quality of food on the German market is excellent with the cost of most fresh items less than Stateside prices.

Fresh milk, eggs, and butter are supplied to commissaries daily from Holland and Denmark. The prices of these items are reasonable, being about equal to the cost in the U. S. Also, a wide variety of baby foods can be purchased at all major installations.

Automobiles—Automobiles may be shipped to Europe via MSTS and should not be more than seven years old. Cars operated in Germany must have a minimum of \$5,000-10,000 personal liability and \$5,000 property damage insurance coverage. This insurance can be bought in Germany. Proof of ownership and a shipping document — obtained through the MSTS office at the New York Port of Embarkation—are both needed.

Gasoline is obtainable at 16 cents a gallon and is presently rationed at 100 gallons a month. Stateside motor oil is available at 25 cents a quart. Suitable repair facilities may be obtained either through the Exchange system or at German garages. Automobiles are considered an asset in Germany and many pleasant trips are possible within the time limitations of a weekend.

Medical care — All posts in the American Zone of Germany provide medical and dental care. General and station hospitals are available as well as dispensaries.

Pets—At the present time, pets may be brought into Germany without restriction and without quarantine. Regulations covering transportation of pets via MSTS change from time to time, so it's recommended that you contact the MSTS office in New York for current regulations if you desire to bring a pet to Germany.

Education — A dependent school system from kindergarten through high school is maintained for children of American service personnel. The teachers are accredited instructors from the States with the exception of the language teachers, many of whom are foreign nationals. Schools are free to all dependents of military personnel and are available at all posts where U. S. naval installations are located. The Univer-

sity of Maryland operates evening college courses at all major posts in the American Zone.

Religion—Services are held Sundays and weekdays by Army chaplains of all faiths. American personnel may also attend German churches if they desire.

Recreation — Outstanding recreational facilities are provided by the Army's Special Services division. Clubs, theaters, libraries, hobby and handicraft shops, photographic darkrooms, and bowling alleys are available as well as the usual sports of basketball, golf, tennis, softball and swimming.

German theaters present a year-round program of opera, concerts and ballet. Large leave and recreation centers are set up in Garmisch, Berchtesgaden and Chiemsee, where skiing, bob sledding and ice skating are favorite winter sports.

Pamphlets giving detailed information on Germany may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

Tough Way to Make a Living But This 'Enemy' Keeps Coming Back

Getting shot at every day seems like a tough way to make a living, but one small Navy outfit takes it in stride and calls the duty "just a day's work."

The outfit is a Utility Squadron 4 detachment, composed of a lieutenant, three CPOs and seven white hats stationed at NAS, Jacksonville, Fla. Their job is providing tow target service for Atlantic Fleet ships.

The 11 men fly two JD "Invaders" up and down the Florida and Georgia coastline trailing a huge 30-foot target sleeve behind them while everything from 50-caliber machine gun bullets to eight-inch shells are thrown their way by various ships.

On a normal towing job, each of the detachment's JDs carries 12 targets—towing them one at a time. If a ship requests it, the planes fly over while the ship fires at the target, and then drop the target close-by where it can be picked up by the crew to check the accuracy of their gunnery.

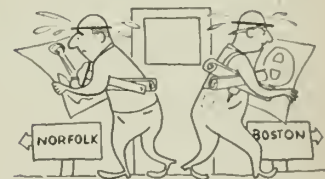
When they are not being shot at they are being tracked on radar and intercepted by Navy, Air Force and Air National Guard aircraft.

The new Forrestal type carriers (three are now in construction and the fourth has just been authorized by Congress) will carry the largest anchors and anchor chains ever used by the U. S. Navy. The job of making the anchors was divided between the Norfolk and Boston Naval Shipyards with Norfolk



casting the crowns and flukes, or heads, while Boston forged the shanks and shackles and made final assembly and proof testing.

The chains are standard Navy die-lock design, but Boston had to install special equipment to handle the huge chain. A 25,000-pound drop hammer and a special forging press are in use. Each die-lock link in the completed chains will weigh about 360 pounds



and measure 28½ inches in length, 17¼ inches in width, and 4¾ inches in diameter at the smallest cross section. The chain will have a breaking strength in excess of two-and-one-half million pounds.

The anchors will be 60,000 pounders, with each of the flukes about 36 inches wide, a foot thick and about 12 feet long. The over-all length is 21 feet. It took seven weeks for the Norfolk yard to turn out the first anchor head, one



week of that time being devoted to normalizing and tempering the anchor. Each of the carriers, USS *Forrestal* (CVA 59), USS *Saratoga* (CVA 60), USS *Ranger* (CVA 61) and the fourth one yet unnamed, will carry two of these giant anchors when they join the fleet, plus 180 fathoms of the chain for each anchor.

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

- ★ BERK, Harold R., CAPT, MC, USN, Senior Medical Officer of the First Marine Aircraft Wing from 4 May to 4 Dec 1953. Combat "V" authorized.
- ★ BOWEN, Harold G., CAPT, USN, Commander Wonsan Defense and Blockading Unit from 27 Feb to 15 Aug 1953. Combat "V" authorized.
- ★ JUSTICE, James R., CAPT, DC, USN, Division Dental Officer for the First Marine Division from 12 Mar 1953 to 8 Jan 1954. Combat "V" authorized.
- ★ LANGSTON, Charles B., CDR, USN, Chief, United States Naval Advisory Group, Republic of Korea Navy, and Commander Task Group 95.7 from 1 Jun to 4 Jul 1952, and Executive Officer, Operational Planning Officer and Chief Staff Officer, Task Group 95.7 from 5 Jul 1952 to 3 Sep 1953. Combat "V" authorized.
- ★ MILLER, Walter R., CAPT, MC, USN, Division Surgeon for the First Marine Division from 25 Apr 1953 to 31 Jan 1954. Combat "V" authorized.
- ★ SHARP, Raymond N., CDR, USN, Assistant Chief of Staff and Chief of Staff of Commander Carrier Division Five from 27 Jun to 18 Aug 1944 and Member of the Staff of Commander Second Carrier Task Force from 19 Aug to 28 Sep 1944. Combat "V" authorized.
- ★ WALLACE, Lewis, CAPT, USN, Chief, United States Naval Advisory Group, Republic of Korea Navy, and Commander Task Force 95.7 from 7 Jul 1952 to 27 Jul 1953.
- ★ WHITFIELD, James D., CAPT, USN, Commander Destroyer Division 162 from 13 Oct 1950 to 27 Apr 1951. Combat "V" authorized.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ EVANS, Jack B., RM3, USN, for assisting in the rescue of three men from drowning in the Sea of Japan on 10 Jan 1954.

- ★ KANIA, Anthony E., BM1, USN, for heroic conduct on board the *uss Leyte* (CVS 32) during disastrous explosions and fires 16 Oct 1953.
- ★ PARRACK, Bobby D., SN, USN, for rescuing a man from drowning in the Sea of Japan on 10 Jan 1954.
- ★ PIERCE, Joe, QM2, USN, for rescuing a man from drowning in Reykjavik Harbor, Iceland, on 7 Feb 1954.
- ★ PETERSON, James F., EM3, USN, for assisting in the rescue of a drowning man in Reykjavik Harbor, Iceland, on 7 Feb 1954.
- ★ RAMSEY, Joseph D., GUN, USN, for being instrumental in saving the lives of several men on board the *uss Leyte* (CVS 32) during explosions and fires at the Naval Shipyard, Boston, Mass., on 16 Oct 1953.
- ★ RIDDLE, Meredith C., LCDR, USN, for being instrumental in saving the lives of several men on board the *uss Leyte* (CVS 32) at the Naval Shipyard, Boston, Mass., on 16 Oct 1953.
- ★ STRADER, Charles A., SA, USN, for saving the life of a companion during the crash of a jet aircraft at the Naval Air Station, San Diego, Calif., on 31 Aug 1953.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

- ★ BOYER, Millard L., BMC, USN, for meritorious service in Korea from 10 to 19 Jan 1952.
- ★ BROWN, James E., LT, USN, for meritorious service in Korea from Aug 1951 to Jun 1952. Combat "V" authorized.
- ★ KIRKPATRICK, Marian G., CDR, USN, for meritorious service in Korea from 14 Apr to 27 Jul 1953. Combat "V" authorized.
- ★ KIRKPATRICK, William S., Jr., CDR, USN, for meritorious service in Korea from 28 Nov 1952 to 17 May 1953. Combat "V" authorized.
- ★ KLEPACK, Philip H., LT, USN, for meritorious service in Korea from 30 Jun to 2 Nov 1952. Combat "V" authorized.
- ★ KOBAY, Albert L., Jr., CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.
- ★ LAMPE, Joseph M., LCDR, ChC, USNR, for meritorious achievement in

- Korea from 7 Jul 1952 to 1 Aug 1953.
- ★ LANHAM, Harvey P., CDR, USN, for meritorious service in Korea from 27 Mar to 28 Apr 1953. Combat "V" authorized.
- ★ LARGESS, Clifton R., Jr., LCDR, USN, for meritorious service in Korea from 26 Apr to 27 Jul 1953. Combat "V" authorized.
- ★ LEE, Florn L., LCDR, USN, for meritorious service in Korea from 8 Apr to 5 Jul 1952. Combat "V" authorized.
- ★ LOWTHER, Robert B., CDR, USN, for meritorious service in Korea from 6 Nov 1951 to 15 May 1952. Combat "V" authorized.
- ★ LYTTLE, John S., LT, USN, for meritorious service in Korea from 6 Apr 1952 to 25 Feb 1953. Combat "V" authorized.
- ★ MASON, Harry C., CDR, USN, for meritorious service in Korea from 20 Nov 1952 to 25 Mar 1953. Combat "V" authorized.
- ★ MATHEWS, John C., CDR, USN, for meritorious service in Korea from 10 Feb to 24 Jul 1952. Combat "V" authorized.
- ★ McDOWELL, Joseph M., CDR, USN, for meritorious service in Korea from 26 Dec 1952 to 12 Jul 1953. Combat "V" authorized.
- ★ MCCALL, Charles D., CDR, USN, for meritorious service in Korea from 15 Jun to 14 Oct 1952. Combat "V" authorized.
- ★ MCCORMACK, Vincent F., CDR, USN, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.
- ★ MCCORMICK, Thomas E., Jr., CDR, USN, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.
- ★ MCCROCKLIN, James W., CDR, USN, for meritorious service in Korea from 16 Feb to 6 Jul 1953. Combat "V" authorized.
- ★ MCKNIGHT, George W., LCDR, USN, for meritorious service in Korea from 3 Jan to 28 May 1953. Combat "V" authorized.
- ★ MEAD, Charles H., CDR, USN, for meritorious service in Korea from 20 Nov 1952 to 16 May 1953. Combat "V" authorized.
- ★ MORRISON, George S., CDR, USN, for meritorious achievement in Korea from 20 Apr to 27 Jul 1953. Combat "V" authorized.
- ★ MUGG, Richard B., CDR, USN, for meritorious service in Korea from 1 May to 27 Jul 1953. Combat "V" authorized.

★ NELSON, Henry G., LCDR, USN, for meritorious service in Korea from 1 May to 27 Jul 1953. Combat "V" authorized.

★ NICHOLSON, Archibald T., Jr., CDR, USN, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ OBELL, John E., Jr., CDR, USN, for meritorious service in Korea from 31 Oct 1952 to 21 Apr 1953. Combat "V" authorized.

★ NORMAN, Oliver L., LTJG, USN, for meritorious service in Korea from 25 Aug to 21 Sep 1952. Combat "V" authorized.

★ NOVAK, Wallace, LT, USNR, for meritorious service in Korea from 17 Dec 1951 to 12 Jan 1952. Combat "V" authorized.

★ PASCHAL, Joe B., CAPT, USN, for meritorious achievement in Korea from 13 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

★ PEACOCK, Andrew J., Jr., LT, USNR, for meritorious service in Korea from 24 Dec 1952 to 2 Jul 1953. Combat "V" authorized.

★ QUIGLEY, Donald F., CDR, USN, for meritorious service in Korea from 27 Feb to 27 Jul 1953. Combat "V" authorized.

★ QUINN, Frank N., LCDR, USN, for meritorious service in Korea from 21 Nov 1951 to 6 Jun 1952 and from 19 Mar to 27 Jul 1953. Combat "V" authorized.

★ RANDELL, William B., LT, USN, for meritorious service in Korea from 1 Aug 1952 to 3 Jul 1953. Combat "V" authorized.

★ RODIER, Richard L., LT, USN, for meritorious service in Korea from 10 Jun 1952 to 11 May 1953. Combat "V" authorized.

★ ROSTAN, David A., LTJG, USN, for meritorious service in Korea from 20 Oct 1951 to 10 Sep 1952. Combat "V" authorized.

★ ROTH, Emil S., LT, USN, for meritorious service in Korea from 9 Aug to 3 Sep 1952. Combat "V" authorized.

★ RUBEL, David M., CDR, USN, for meritorious service in Korea from 30 Jan to 11 Jul 1953. Combat "V" authorized.

★ RYAN, George G., LT, USN, for meritorious service in Korea from 16 Apr to 27 Jul 1953. Combat "V" authorized.

★ SALMON, Nelson B., CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.

★ SCHOLES, James A., LCDR, USN, for meritorious service in Korea from 28 May 1952 to 27 Jul 1953. Combat "V" authorized.

★ SIMCOX, William A., LT, USN, for meritorious service in Korea from 21 Mar to 27 Jul 1953. Combat "V" authorized.

★ SMITH, Ernest P., LCDR, USN, for

meritorious service in Korea from 17 Oct 1952 to 3 Apr 1953. Combat "V" authorized.

★ SMITH, Stanford S., LT, USN, for meritorious service in Korea from 30 May 1951 to 5 Jun 1952. Combat "V" authorized.

★ STEEIS, William R., LT, USNR, for meritorious service in Korea from 6 Dec 1952 to 27 Jul 1953. Combat "V" authorized.

★ STENCIL, Walter J., CDR, USN, for meritorious service in Korea from 15 Jul to 26 Nov 1952. Combat "V" authorized.

★ STEVENS, Henry E., LTJG, USNR, for meritorious service in Korea from 7 Nov 1951 to 18 Jul 1952. Combat "V" authorized.

★ SULLIVAN, Bruce M., LT, USNR, for meritorious service in Korea from 3 Jan to 8 Mar 1953. Combat "V" authorized.

★ SUMMERS, Donald L., BMC, USN, for meritorious achievement in Korea from 1 Dec 1952 to 16 Mar 1953. Combat "V" authorized.

★ TAYLOR, Robert C., LTJG, USNR, for meritorious service in Korea from 7 Nov 1952 to 27 Jul 1953. Combat "V" authorized.

★ TENANTY, Joseph R., CDR, USN, for meritorious service in Korea from 9 May to 27 Jul 1953. Combat "V" authorized.

★ THOMPSON, Ray S., Jr., CDR, USN, for meritorious service in Korea from 27 Nov 1951 to 3 Jul 1952 and from 14 Nov 1952 to 8 Mar 1953. Combat "V" authorized.

★ WADSWORTH, Victor F., CDR, USN, for meritorious service in Korea from 21 Nov 1951 to 30 Mar 1952. Combat "V" authorized.

★ WELLS, Tom H., CDR, USN, for meritorious service in Korea from 6 Nov 1951 to 4 Apr 1952. Combat "V" authorized.

★ WIELAND, Daniel T., Jr., LT, USN, for meritorious service in Korea from 26 Jul 1951 to 8 Aug 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ ARMSTRONG, David M., CDR, USN, for meritorious achievement in Korea from 1 Dec 1952 to 16 Mar 1953. Combat "V" authorized.

★ BEYER, Aaron F., Jr., CDR, USN, for meritorious service in Korea from 19 Mar to 1 Apr 1952. Combat "V" authorized.

★ BLESS, Paul K., CDR, USN, for meritorious service in Korea from 31 Oct 1952 to 21 Apr 1953. Combat "V" authorized.

★ COMPTON, Emmett M., CDR, USN, for meritorious service in Korea from 17 Oct 1952 to 3 Apr 1953. Combat "V" authorized.

★ CUTTS, Robert E., CDR, USN, for meritorious service in Korea from 30 Apr to 27 Jul 1953. Combat "V" authorized.

★ BECKER, Arthur T., CDR, USN, for meritorious service in Korea from 31 Oct 1952 to 21 Apr 1953. Combat "V" authorized.

★ FOOTE, Ovid E., Jr., CDR, USN, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ HOWARD, Hugh W., CDR, USN, for meritorious service in Korea from 12 May to 2 Nov 1952. Combat "V" authorized.

★ LEAHEY, Harold G., CDR, USN, for meritorious service in Korea from 31 May to 16 Jun 1953. Combat "V" authorized.

★ LOYALL, Julius A., CDR, USN, for meritorious service in Korea from 10 Feb to 10 Jun 1952. Combat "V" authorized.

★ MAY, Einer A., LT, USN, for meritorious service in Korea from 8 Nov 1951 to 5 Sep 1952. Combat "V" authorized.

★ McLAREN, William F., CDR, USN, for meritorious service in Korea from 4 Nov 1951 to 14 May 1952. Combat "V" authorized.

★ MYERS, Emory B., LCDR, USNR, for meritorious service in Korea from 6 Aug 1951 to 19 Sep 1952. Combat "V" authorized.



BOOKS:

MID-FALL READING LIST OFFERS VOLUMES OF FACT AND FICTION

BIOGRAPHIES, adventure yarns and various types of non-fiction books are among the many volumes purchased by the BuPers library staff for distribution to Navy libraries ashore and afloat. Here are reviews of a few of the latest volumes:

• *Strategy*, by B. H. Liddell Hart; Frederick A. Praeger, Inc.

B. H. Liddell Hart has been acclaimed for many years as one of the top military theorists of the day. Many of the theories he has outlined during the past quarter century have been utilized to advantage by military leaders—including both Allied and German officers during World War II.

Applying the idea that to have peace one must understand war, his latest volume is an attempt to brief

for the reader military strategy from the Fifth Century, B.C. through World War II. It includes a discussion of the theory of strategy—both pure, or military, strategy and higher, or grand, strategy. All of this material is shaped by the author to support his long-standing and celebrated theory of the “indirect approach.” According to Liddell Hart, this theory is not only applicable to wars but to commerce, politics, etc., as well.

The author contends that in most campaigns the “dislocation” of the enemy’s psychological and physical balance has been the prelude to his overthrow. This dislocation, Liddell Hart says, has been brought about by a strategic indirect approach, whether “intentional or fortuitous.” Among the many examples he cites is the psychological collapse of Germany during the last hundred days of World War I.

You’ll not find a cure-all, a formula for avoiding wars, in this volume but there is plenty of brain food to chew on and digest. Although this is a “think” book, it is highly readable, intensely interesting.

★ ★ ★

• *They Called Him Stonewall*, by Burke Davis; Rinehart and Company.

This is a thorough-going biography of one of the most famous of Confederate officers, Lieutenant General Thomas Jonathan “Stonewall” Jackson, CSA.

A West Pointer, Jackson served with distinction under Scott in Mexico where he was “brevetted” to captain and major for gallantry (a promotion in rank but not in pay). After being stationed for several years at Fort Hamilton, he resigned from the Army in 1851 to accept the post of professor of natural and experimental philosophy and artillery tactics at the Virginia Military Institute, Lexington, Va.

Soon after the outbreak of the War Between the States, Jackson was ordered to report with his cadet corps to Richmond for active duty. He was commissioned a colonel, placed in command of Virginia’s

forces and sent to Harper’s Ferry—where he witnessed John Brown’s hanging.

His troops were organized into a brigade that year—later known as the Stonewall Brigade—and he was made brigadier general. He fought a number of daring engagements and became one of the top Confederate generals.

Jackson showed a strong, almost Puritanical, religious bent early in his military career which affected all who served with him. He never began a battle without a prayer. He believed in making war with consideration for all noncombatants but he fought bitterly, relentlessly all enemies of his cause. Militarily, he was respected for his sound judgment, applauded for his ability to seize an advantage quickly, usually turning opportunity to victory.

As biographies go, this is one of the most interesting to roll off the presses in quite awhile. Carefully documented, it will be valuable to students of the Civil War and its personalities.

★ ★ ★

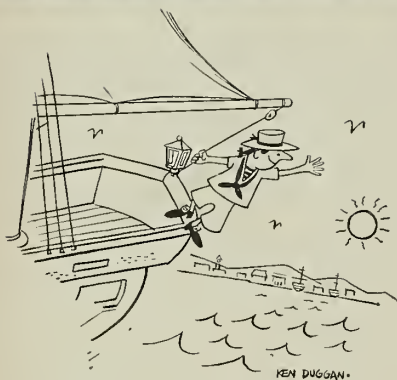
• *North to Danger*, by Virgil Burford; John Day Company.

When he was 14 years old, Burford ran away from home for a couple of years, working his way through New Mexico, Arizona, California. He became a gold prospector, cowboy, carnival boxer and restaurateur. Eventually he found his way to Alaska where he began a long career as a diver and adventurer.

Arriving in Alaska broke and inexperienced he nevertheless got a job as a diver. Soon he was working for the salmon canneries, checking damaged nets, doing salvage work. Inevitably, he met up with salmon “pirates”—a collection of enterprising men who disputed the canneries’ rights to maintain salmon traps and who saw easy money in “pirating” the salmon caught in those traps. Canneries often found themselves buying the very fish that had been pirated from their own traps. The canneries objected—but in order to can fish, they had to have fish to can!

Many other yarns fill the pages of this volume as Burford has close shaves underwater, meets up with an octopus, goes fortune hunting, gets marooned. They all make for good, exciting reading.

SONGS OF THE SEA



The Sailor

We cruise the deep, the trackless sea,
Our sails are spreading to the breeze,
Midst foam and spray our course we lay;
With bowlines hauled and leeches taut,
The feebl'st Cat's-paw's quickly caught,
To waft us on our way,
To waft us on our way.

We plow the ocean's troubled breast;
We dance upon its highest crest;
With close reefed sail ride on the gale;
While creaking blocks and topmasts groan,
And howling winds with dismal tone,
Make e'en the bravest quail,
Make e'en the bravest quail.

—Old Naval Song

'YOU MAY FIRE WHEN READY!'

BATTLE OF MANILA BAY--1898

A staff officer who watched Dewey in action tells how the Commodore ordered his squadron seemingly into the jaws of destruction only to turn the tables with his daring battle plan and fight the conflict to its blazing conclusion.

Taken from the pages of *With Dewey at Manila* by "An Officer on board the flagship Olympia;" Edited by Thomas J. Vivian; originally copyrighted by R. F. Fenno and Co., New York, N. Y., 1898; transferred to Landau Book Co. Inc., 235 Fourth Avenue, New York, N. Y. Now in public domain.

It had been scarcely five days since the U. S., following the sinking of the battleship *Maine* in Havana harbor, had declared war on Spain.

Now, halfway around the world, the battle-gray ships of Commodore George Dewey's Pacific squadron slid stealthily into Manila Bay to take on the highly regarded Spanish Fleet in the first major action of the war — and one of the most decisive.

To many it shaped up as a one-sided battle — on the side of the Spanish. Spain boasted of the prowess of Rear Admiral Patricio Montojo's squadron. Moreover, it was known that shore batteries were spotted all around the Philippine harbor and the enemy's "minefield" had been widely advertised.

But Dewey knew his ships, he knew the fighting quality of his men — and he also knew plenty about the enemy harbor. He had been reading everything he could on the Spanish defenses. So on the night of 1 May 1898, the American commander led his battle-darkened fleet into the harbor, right past rows of protecting shore batteries that fired only an occasional shot in protest.

As the first streaks of dawn painted the sky, Dewey spotted the Spanish armada drawn up in a line across the entrance to the small bay which separates Cavite from the mainland (see chart). His strategy was to advance on the Spanish ships, open

fire at about 5000 yards, gradually lessen the range to 2000 yards, and then countermarch in a line approximately parallel to that of the enemy fleet. His vessels would thus turn an alternate side in firing, enabling every battery to come into play in succession, thereby easing the strain on the sweating gunners. Montojo, on the other hand, would be forced to fire from his fixed positions.

How well the Commodore's strategy worked and with what devastating effect the American gunners carried out their mission is dramatically told in this eyewitness account of the battle set down by an unnamed officer on board the flagship *Olympia*.

WITH DRUMS BEATING TO QUARTERS, we sailed some seventeen miles up the bay. As soon as we had sighted the Spaniards, our fleet passed in a broad curve to the east side of the bay. Then, with the *Olympia* leading, we curved around the Manila water front, again turned and headed for a sailing line exactly parallel to the line of Montojo's fleet.

The Commodore's plan—and from first to last he followed it out with a grim and steadfast precision that made every man in the fleet as grim and deliberate—the Commodore's plan of action was simply this: To detour to the east in order to drop the supply ships at a careful distance and then to sweep around with sufficient way to have good sailing past the enemy. Each of the ships was to hold her fire until within certain effective distance; to pour in every available shot as she passed the enemy's fleet and forts; to wheel as soon as she



Admiral George Dewey



COMMODORE DEWEY, shown with crew members in rare photo, directs operations from bridge of *Olympia*.

had passed out of effective distance; to steam past the forts and fleet on a return line; but closer inshore than on the first line of attack; to wheel again as soon as she had passed out of effective range and to keep thus wheeling and passing and firing until the forts were silenced and the fleet was smashed, or until a signal of recall was floated.

As we passed on the eastward curve before actually beginning the engagement, our lookouts reported that Admiral Montojo's flag was flying on the cruiser *Reina Cristina*. They reported also that the Spaniard appeared to be protected by a sort of roughly constructed boom of logs. I could distinguish no steam up and it occurred to me that the Spanish admiral's idea was that our ships would be drawn up opposite his and that the fight would be carried on as a sort of brigade engagement, each man to stand his ground until shot down.

As we steamed slowly along after dropping the supply ships, there came a spit of flame and a *boom* from the bastions of Cavite, followed immediately by another flame spit and a sharper report from one of the Spanish flagship's modern guns. Both shots dropped somewhere in the bay and our only answer was in sending up a string of flags bearing the code watchword "Remember the Maine." Not exactly our only answer either; for as the flags fluttered out the whole fleet roared. But it was not the roar of guns, it was the concerted yelp of the sea dogs that knew their time for vengeance was at hand.

On steamed the fleet, with every gun loaded and every man at his post; but not a lanyard was pulled. Even the Spaniards at Cavite ceased firing as we moved down toward Manila. As we rounded past the city's waterfront, with about four miles of blue water between us and it, we could with our glasses make out the city walls, church towers, and sightseers.

The battery on the Luneta mole paid us a little more attention and sent three shells at us. They must have been from large guns, for the projectiles screamed far overhead and fell miles beyond us. Here it was the impatient *Concord* that replied and she sent two of her shells hurtling toward the fort.

The Commodore however, sent up a signal to hold fire as he had no idea of battering down the city yet.

As we headed toward the Spanish fleet their gunners and those of the forts began a right merry fusillade. There was a good deal of the booming roar that showed the presence of old guns, but there was also a good deal of the sharper declamation that told us of modern rifles and of heavy work laid out for us.

With all this thundering and snapping of the Spaniards, however, there was no answer from us; the turrets were silent and each sponson was unsmoked. Up went the signal, "Hold your fire until close in," and on went the squadron. Suddenly something happened. Close off the bow of the *Baltimore* there came a shaking of the bay and geyser of mud and water. Then right ahead of the *Raleigh* came another ugly fountain of harbor soil and water.

We were among the mines at last!

No notice whatever was taken of the fact. No change of course was ordered; no special word of command was given and though each man of us, I suppose, took a tooth grip of the lower lip and had no idea of how many seconds lay between him and kingdom come, the only remarks I heard made were such as "Torpedoes at last," or "Now we'll get it."

But we did not "get it," for these two upheavals marked the extent of our experience with the "terrible mines" of Manila Bay. Still the roar and snap of the Spanish ships and forts kept on as they had ever since ten minutes past five, with the short cessation while we were opposite Manila, and still, with the exception of the *Concord's* evidence of impatience, we had not begun to fight. The Commodore, his chief of staff Commander Lamberton, the executive officer Lieutenant Reese and the navigator, were on the forward bridge. Captain Gridley was in the conning tower. With a glance at the shore the Commodore turned to the officer next to him and said, "About five thousand yards I should say, eh, Reese?"

"Between that and six thousand, I should think, sir," Reese answered.

The Commodore then leaned over the railing and called out: "When you are ready you may fire, Gridley."

Captain Gridley evidently was ready, for it was at eighteen minutes and thirty-five seconds of six o'clock when the Commodore gave the order to fire, and it was eighteen minutes and thirty-four seconds of six o'clock when the floor of the bridge sprang up beneath our feet as the port eight-inch gun of our forward turret gave its introductory roar. Our first aim was the center of the Spanish fleet, the *Olympia's* shot being particularly directed, as a sort of international mark of courtesy, to the *Reina Cristina*. About coincidental with the Commodore's polite intimation to Captain Gridley, he ordered the signal run up for the ships astern, "Fire as convenient."

As our turret gun rang out, the *Baltimore* and *Boston* took up the chorus, their forward guns pitching in two-hundred-and-fifty-pound shells. The reply of the Spaniards was simply terrific. Their ship and shore guns

seemed to unite in one unending snap and roar, while the scream of their shot, the bursting of shells, made up a din that was as savage as it was unceasing. It was, however, but as the scraping of fiddle strings to the blare and crash of a full orchestra when compared with that which was to follow.

One wailing, shrieking shell was making straight for the *Olympia's* forward bridge when it exploded about a hundred feet in front of us, one fragment sawing the rigging just over our heads. Another fragment chiselled a long splinter from the deck just under where the Commodore stood, a third smashed the bridge gratings, and all around and about and above us there was the sputter and shriek and roar of projectiles.

But the miracle was that none of us was hit. Through this hail of miraculously impotent steel we steered until within a distance of four thousand yards of the Spanish column.

"Open with all guns," said the Commodore, and they were opened. That is, all on the port broadside. The eight-inchers roared and the five-inch rapid firers sputtered and cracked, and soon the *Baltimore* was booming away, then the *Raleigh*, then the *Boston* and *Concord* and finally the *Petrel*, as busy and earnest in the management of her long popguns as though the very issue of the fight depended on her.

By the time the *Petrel* had passed the Spaniards, the *Olympia* had swung around on her return line of attack and once more we were steaming past Montojo with our starboard guns flaming, roaring, spitting and smoking as we went.

As we passed, the batteries on shore and the Spanish batteries afloat banged away at us fighting gallantly and furiously. One shot went clean through the *Baltimore*, but hit no one. Another, we discovered later, struck just outside the wardroom but did not even dent the ship's side. Another cut the signal halyards from Lieutenant Brumbuy's hands on the after bridge; Ensign Dodridge's stateroom on board the *Boston* was wrecked by a shell which entered the fore quarter and started a fire, while another fire was started by a shell which burst in the port hammock netting. Another shell passed through the *Boston's* foremast not far from where Captain Wildes was on the bridge.

On the third turn the *Raleigh* was caught in a strong inseting current and was carried plump into the bows of two Spanish cruisers. Instead of sending her to the bottom, the enemy's ships seemed to be positively useless, so taking advantage of her nearness, the *Raleigh* sent in a couple of raking fires before she steamed back into place.

It was on the third turn, too, that the great naval duel between the two flagships took place.

When we sighted the Spanish fleet, I remarked, it will be remembered, that the enemy seemed to have no steam up and that the fleet seemed to lie behind a breakwater.

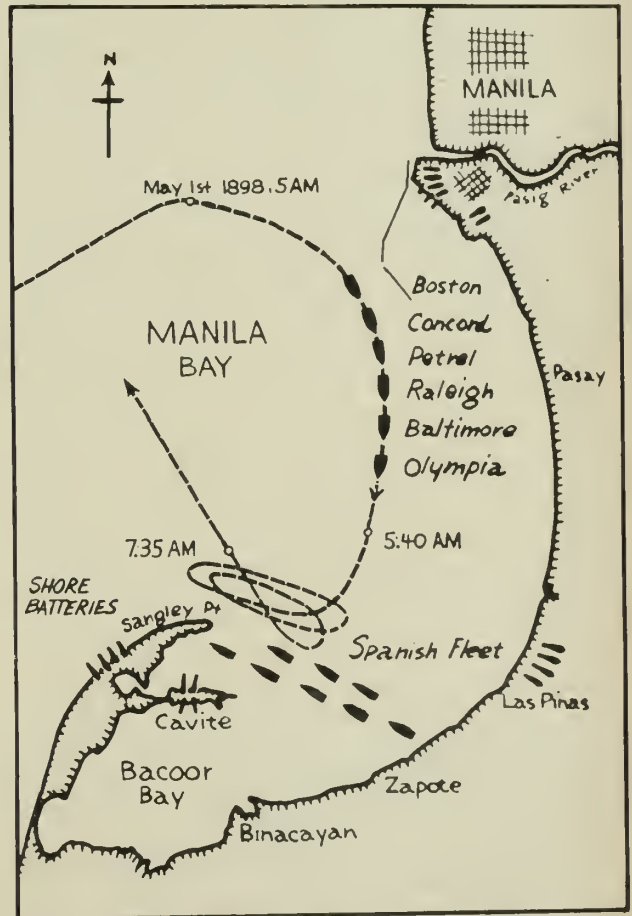
They lay anchored while we made our first and second parallels of attack, but by the time we were sweeping up on the third course their stokers had made such hurry work that the smoke poured out of the *Reina Cristina's* smokestacks; there was a fleece of white gathered about the steam pipe, and the flagship moved out to the attack. She gallantly stood for the *Olympia* and it looked as though it was her intention to ram us.

The Commodore passed the word to concentrate all possible fire on the *Reina Christina*, and she actually shivered under the battering of our storm of shot and shell. Rents appeared near her waterline where the eight-inch shells had torn their way. One shot struck the port bridge on which Admiral Montojo stood, upon which, like the brave man he was, the admiral coolly stepped to the other end.

But no bravery could stand the driving, crushing, rending of the tons of steel which we poured into the *Cristina*, and there was quite a little cheer from our forward men as the Spanish flagship slowly turned and made for the shore.

That one shot practically disabled the Spanish flagship, while in the whole duel between the *Cristina* and the *Olympia* sixty of the Spanish crew were killed, including the chaplain and the first lieutenant.

It was during the frightful hubbub of the duel between the admiral and the Commodore that two gunboats belonging to the *Mindanao* and acting as torpedo boats crept out from behind the Cavite pier and started in to do desperate deeds. One stole out along the shore, then turned and made for the supply ships, while the other headed for the *Olympia*. The *Petrel* was sent after the first and after a sharp bark or two from her four-pounders, the Spaniard evidently gave up the job and made for the shore. The *Petrel* made after her and while the Spanish crew clambered over their boat's sides and on to the beach and up into the underbrush, the *Petrel*



TRACK OF DEWEY'S Squadron from the North shows the strategy of his attack on the Spanish Fleet.

'YOU MAY FIRE WHEN READY!'

turned her rapid-fire guns on their craft and literally blew her to pieces.

The other torpedo boat, which was bound to destroy our flagship, made a better fight. Our secondary battery was concentrated on her, but still she kept on until within five hundred yards, and matters were beginning to look serious for us. Then the machine guns in the tops began to treat her to a hailstorm and this proved too much for this representative of Spanish naval daring. She turned tail, and as she did so the same fate that befell the *Reina Cristina* on her retreat overtook this gunboat. A shell struck her just inside the stern railing, exploded, and the gunboat dipped suddenly in the middle, her stern and bow rose as suddenly in the air, and she disappeared.

Backward and forward we went twice more, each time drawing nearer to the Spanish fleet, and as each of our vessels came into action the same maneuver was repeated. First the forward guns, then the broadside, port or starboard, as it might be, and lastly, the stern chasers as each vessel passed and gave place to the following ship. The firing of our broadsides was distinguished by a well-defined crash that came as regularly as clockwork, while the fire of Spanish ships and forts produced a continuous roll and rattle. But with all this unbroken roar from the enemy afloat and ashore, none of our ships was seen to stagger or draw off, and when we were near enough to be well in range of the Spanish small guns and fighting tops, still the American line of ships went on with its deadly work as uninterruptedly as though it had been a railroad train running on a strict schedule time through a grove of yokels armed with putty blowers.

After passing five times in front of the enemy and the men having been at their blazing work for two uninterrupted hours the Commodore concluded that it would be well to call a halt. By this time the smoke of the engagement was hanging so thick along the shore and over the water that not only was it almost impossible to distinguish ship or fort except by a gray mass and the sputter of flame, but we were so smoke-encompassed that it was next to an impossibility to see any signals.

Thus far in the battle, the Americans had taken a heavy toll of the Spanish ships at an amazingly low cost. Not a U. S. ship had been disabled, not a man had been killed, not a man had even been injured (there were only seven Americans wounded in the entire battle as compared to some 639 Spaniards killed or wounded).

Confident now that his force's superior firepower and

gunnery would ultimately give him the victory—although he was a little uncertain of how much ammunition he had left—the Commodore performed the celebrated maneuver of breaking off the engagement for breakfast.

The gun crews, of course, had been up all night with only a cup of coffee to keep them going and, with the sun up, had been sweltering in the turrets. The three-hour break gave them a rest—and gave Dewey a chance to check his ammo.

Then, at 1116, the Fleet stood back in to finish the job.

The programme for the second act of the tragedy—and here again everything was laid down with the exactness of a time table—was that we were to finish up the enemy's fleet, taking one ship after another, and then attend to the forts. Again we sailed around the Manila channel, and as we drew near the Spaniards we saw that the *Cristina*, the *Castilla*, and the transport *Mindanao*, which latter had been beached about midway between Cavite and Manila, were all ablaze, and their crews were busy as so many ants trying to put out the flames.

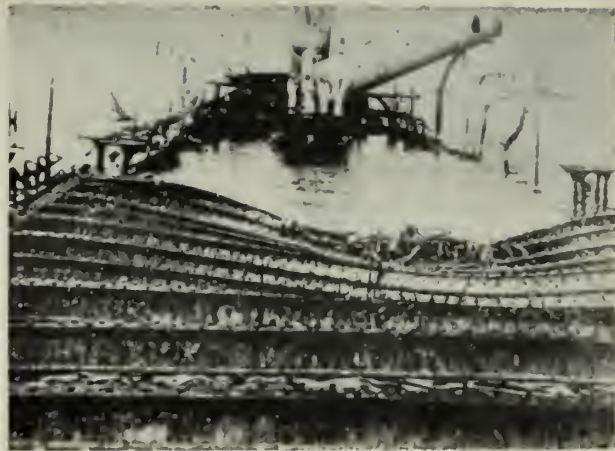
The condition of the Spanish flagship was most pitiable. Her duel with the *Olympia*, and the raking which she had received when turning to seek cover, I have described. Every attempt had been made during the breathing spell to put her into some sort of shape, but evidently without success; for before we had commenced firing the second time we saw Admiral Montojo transferring his flag from the *Cristina* to the *Isla de Cebu*. Others saw it also, and from the *McCulloch* came her launch shooting and sniping and making for the *Olympia*.

Now the *Baltimore*, following straight-to-the-point tactics, headed for the *Cristina* and *Austria*. As she came within range she caught all of the Spanish fire that was left on board those two ships. It seemed that in their desperation the Spaniards fired better at this time than they had in the earlier morning, for one of the foreigner's shells exploded on the *Baltimore's* deck wounding five men with the splinters. No reply came from the *Baltimore*. A few minutes passed and another shell plunged on the *Baltimore's* decks, and three other men were hit. Still the *Baltimore* did not reply. Shells plunged about her until she seemed plowing through a park of fountains.

Then, when she reached about a three-thousand-yard range, she swung and poured a broadside into the *Reina Christina*. I really believe that every shot must have told, for the former flagship seemed literally to crumble at the discharge. The smoke clouds hid everything for a minute or two, but when they lifted we saw the *Cristina* blow up, and the waters about her beaten with a rain of descending fragments and men. Under that shrieking, roaring discharge of the *Baltimore's*, Captain Cadarso

ACCURACY of Dewey's gunners is shown by the destruction of the Spanish cruiser *Isla De Luzon* and the gunboat *Cebu*.





TWO VIEWS of the Spanish flagship *Reina Cristina* illustrate the devastating firepower produced by Dewey's Squadron.

and many of his men were killed. When the rain of her fragments had ceased the *Cristina* settled and sank, the remainder of her crew jumping overboard and swimming for the nearest consort.

The *Baltimore* then turned her attention to the *Don Juan de Austria*, the *Olympia* and *Raleigh* steaming up to complete the destruction in as mercifully brief a time as possible. The three cruisers poured a continuous stream of deadly steel into the Spaniard, which rocked under the smashing. The Spaniard replied as best she might, but in the midst of it all there came a roar that drowned all previous noises. A shell from the *Raleigh* had struck the Spaniard's magazine and exploded it. Up shot the *Austria's* decks in the flaming volcano, and so terrific was the explosion that the flying fragments of the cruiser actually tore away all the upper works of the gunboat *El Correo* which lay beside her. The *Austria* was a sinking wreck and *El Correo* was so nearly one that as a coup de grace the *Petrel* steamed up close to the Spanish gunboat and put her out of misery and existence.

A gunboat, which we learned afterward was the *General Lezo*, had been quite active during the cannonade on the *Don Juan de Austria*, and Commander Walker of the *Concord*, seeing this, turned his attention to the small Spaniard, and with a few well-directed shells soon silenced her. She made for the shore, but before she had reached it was ablaze, her crew taking to the water.

The cruisers *Velasco* and *Castilla* were the next of the enemy's ships to be wiped out. The *Boston* gave the *Velasco* special attention, Captain Wildes swinging his ship around until he could give the Spaniard a broadside. When he had fired the *Velasco* listed heavily to port, showing the jagged rents in her starboard side as she did so, then careened to the starboard and went down smoking, with barely enough time for her crew to throw over their boats and make for the shore. The *Castilla* had been set on fire in the first onslaught, and when the *Concord* and *Baltimore* poured their tremendous weight of shell into her, she was scuttled in order to prevent the magazine from exploding.

Every ship in the Spanish fleet, with one exception, fought most valiantly, but to the *Don Antonio de Ulloa* and her commander Robion should be given the palm for that sort of desperate courage and spirit which leads a man to die fighting. The flagship and *Boston* were the executioners. Under their shells the *Ulloa* was soon burning in a half dozen places; but her fighting crew

gave no signs of surrender. Shot after shot struck the Spaniard's hull, until it was riddled like a sieve. Shell after shell swept her upper decks, until under the awful fire all of her upper guns were useless; but there was no sign of surrender. The main deck crew escaped, but the captain and his officers clung to their wreck. On the lower deck her gun crews stuck to their posts. As shot after shot struck the shivering hulk, and still her lower guns answered back as best they might, it seemed as though it was impossible to kill her. At last we noticed her in the throes, that sickening unmistakable lurch of a sinking ship. Her commander noticed it too; still there was no surrender. Instead, he nailed the Spanish ensign to what was left of the mast and the *Don Antonio de Ulloa* went down, not only with her colors flying, but also with her lower guns still roaring defiance.

The fleet having been disposed of, our vessels next turned their attention to the batteries, which still kept firing, notwithstanding Montojo's surrender. The most pertinacious of the forts was one low down on Sangley Point, which lies about opposite to the Cavite spit, and which was armed with two Hontorio guns, which I imagine must have been taken from the fleet. There were some pretty good gunners behind the Hontorios, one of the shells striking the *Boston* and another smashing the whaleboat of the *Raleigh*. We managed to cripple one of these guns, but it was not until the *Raleigh* had sailed in to about one thousand yards and had killed six of the gunners that the second was silenced.

One after the other of the remaining shore batteries was settled, and then at 12:45 came what may be called the knockout blow. The bastions of the Cavite forts had been crumbling under the shells of the *Boston*, *Baltimore*, and *Concord*, while the *Raleigh*, *Olympia*, and *Petrel* had been devoting themselves to the reduction of the arsenal. After half an hour's fight of this sort the Cavite gunners evidently became demoralized and began to fire wildly. Those guns left in position continued firing, however, until at their back was a thunderous roar followed by a heart-shaking concussion. A shell from either the *Olympia* or the *Petrel*, and the honor is still a matter of dispute between Gunner Corcoran of the flagship and Gunner Vining of the gunboat, had landed in the arsenal magazine. With the upward rush of flames, fragments and dead, the heart of the Spaniard went out of him, a white flag was run up at the Cavite citadel and the battle of Manila was over.

TAFFRAIL TALK

STAFF writer Barney Baugh, JO1, USN, got more first-hand comments from the office force than he expected when he sat down to write the story of the Navy's cooperation with the Scouting movement (see page 18 of this issue).

Digging for "color" for his story, Baugh found he had former Scouts all around him. Numbered among the magazine's staff members are a couple of former Eagle Scouts, a Life Scout and three others of various grades.



While gathering material for his Scouting article Baugh unearthed the interesting facts that (1) a Girl Scout "Mariner" group, Troop No. 18 of Toledo, O., had requested and received permission to name their unit after the heavy cruiser *Toledo* (CA 133) and carry on that ship's traditional spirit; and (2) a new revised edition of the Girl Scout *Mariner's Manual* will give special mention to ALL HANDS.

★ ★ ★

ALL HANDS recently infiltrated the VR-7 area at Hickam Air Force Base. Our landing party went in and captured E. E. Nichols, ADAN, USN, attached to the MATS squadron. Nichols is now assigned to the drawing board formerly occupied by Ken Duggan, JO3, USN. Duggan has decided to specialize in painting, by way of a four-year course at Syracuse University.

New staffer Nichols studied at the University of Kansas, and after enlisting in the Navy, attended a Navy training school at Norman, Okla. Upon completion of the course he was assigned to VR-7, based in the land of the luau, where he was located and identified by our reconnaissance party. His work has appeared in numerous publications including the MATS magazine, "Trans-Pacifican," of which he was an associate editor.

★ ★ ★

The aircraft carrier *Randolph* (CVA 15) is one for the birds.

During flight operations one day a strange object entered the flight pattern, "requested" landing instructions and proceeded to make its approach.

After a perfect landing, the uninvited flier was identified as a big-eyed owl and was immediately sent up to the executive officer's stateroom for possible disciplinary action for interfering with the night-flying operations of Carrier Air Group 14.

The exec was lenient, however, and at last report the visiting "airman" was being accorded all the courtesies of the ship. The owl, naturally, was given a name—"Randowl."

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: 'TALKER' in gun mount aboard USS Worcester (CL 144) sends down orders to the magazine, during recent gunnery practice. Photo by LT E. L. Hayes, USN.

ALL HANDS



'THE SMOKING LAMP IS LIGHTED!'



Aboard the USS Olympia, 1898
—the smoking lamp—a practical
tradition for the convenience
and safety of the crew. . . .

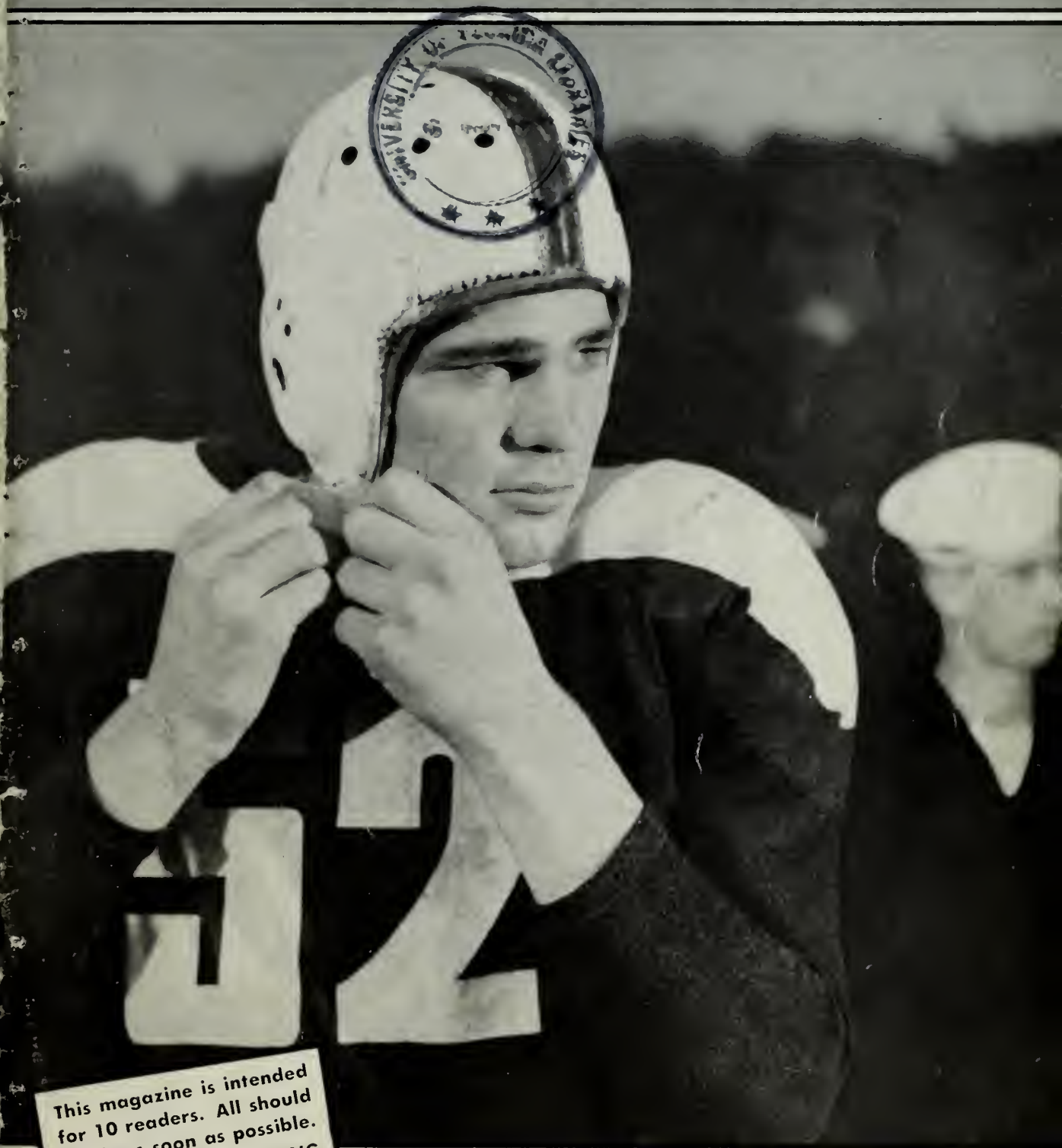
SAFETY
IS A
TRADITION
IN THE NAVY

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SOCIAL SCIENCES ROOM

ALL HANDS


THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NOVEMBER 1954





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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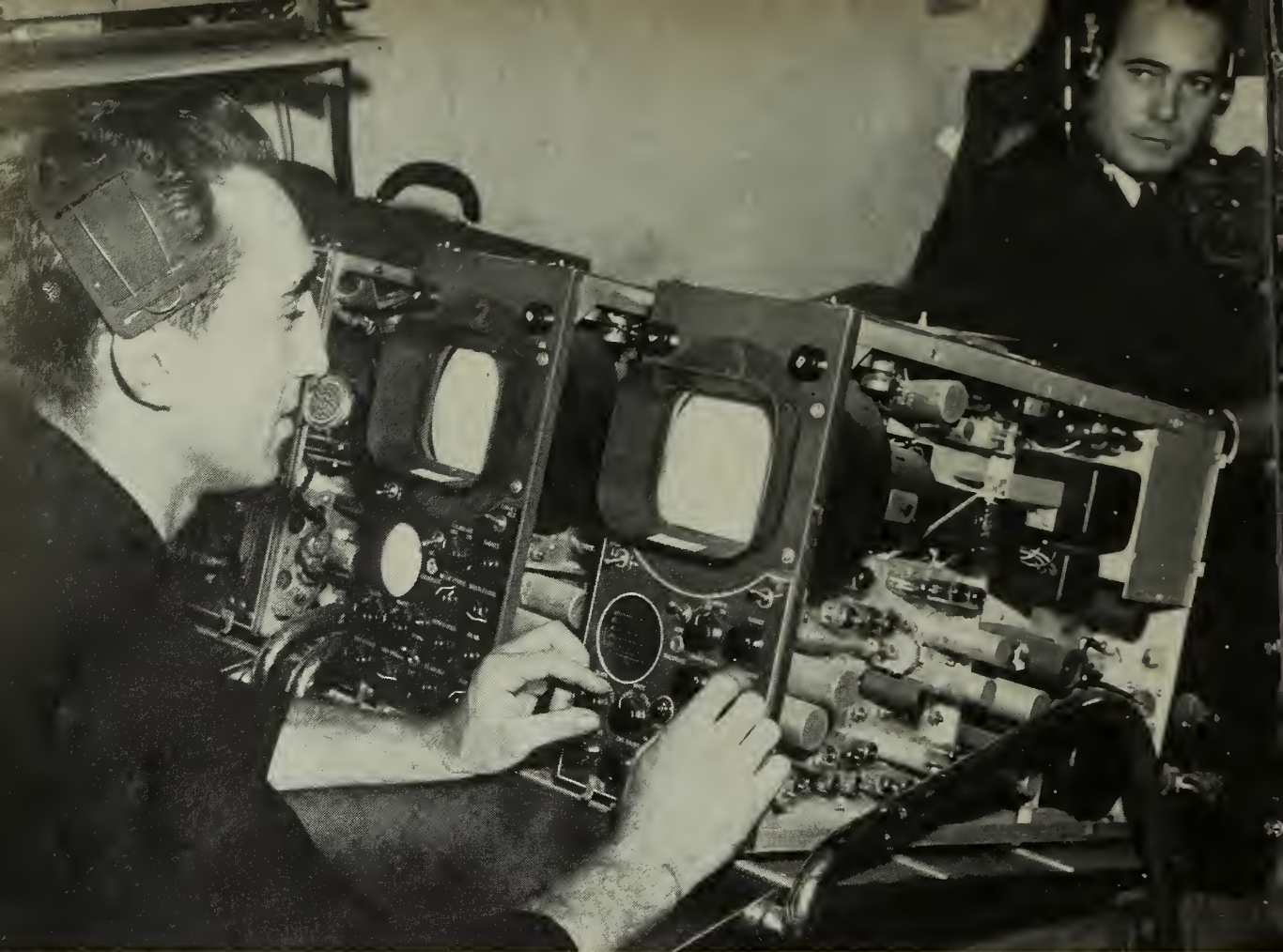
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• **FRONT COVER:** Navy Football season is in full swing. Determined look of this bluejacket fastening his helmet before going in to play in intramural game, indicates he's planning to turn the tide for his team. Photo by W. G. Seewald.

• **AT LEFT: VISIBILITY LIMITED** — High winds sweep spray across decks of USS Yosemite (AD 19), ComDesLant flagship, at USNB Newport, R. I. Yosemite was one of many Navy ships buffeted by Hurricane Carol.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



BEHIND THE SCENES of classroom TV, technicians adjust controls, give USNA instructor 'go-ahead' via phone.

'This Is Your Navy' on Television

WHAT'S WITH TELEVISION in the U. S. Navy? Is it raising the same havoc with eating, sleeping and living habits aboard ship that it does in the home? Is it going to replace instructors in Navy classrooms and serve as an aide to the force commander, giving him a first-hand account of what is going on at an amphibious landing? Or is TV just a novelty?

Answering the easiest question first, television is not just a novelty. It is here to stay—witness the jungle of aerials at any Navy housing project. Ships of both the Atlantic and Pacific Fleets have installed TV sets in various spots throughout the ship to supply entertainment to the crew. (For a sample of TV entertainment, see page 12).

Since television hasn't spread as fast in the rest of the world as it has in the U. S., the sets installed aboard

ship are useful only when the ship is operating out of a U. S. port. However, it has been found that they are a definite morale factor and, as in the home, have changed a lot of habits. Come time for the Army-Navy football game, the World Series and other special events, the off-duty sections can be found clustered around the various sets.

However, the real value of television to the Navy doesn't lie in its entertainment features but rather in the many and varied operational services it can provide. Consider, for example, the possibility of a force com-

mander sitting in his flagship watching a complete battle or amphibious landing on several TV sets.

Small ships and airplanes in the future might carry television cameras which would relay the entire picture back to the flagship and enable the commander to make instant decisions on strategy, to rush reinforcements to needed areas or to order withdrawals without waiting for slower reports to filter in from the fighting area.

Still another future possibility of the use of TV would be the mounting of a camera in fighter and bomber aircraft so that evaluations people could observe the actual mission. Sitting far behind the scenes they could actually get a better picture and see more than the pilot, who with the job of flying, looking for enemy aircraft and trying to hit his target, is a busy man. The evaluations people

Television 'Goes Navy,'
Finds Home for Itself
On, Over, Under the Sea

could tell at once if the target had been destroyed and the damage done to enemy aircraft. They might even pick up information on future targets.

Whether television can live up to its advance billing for jobs like these is something that only the future can divulge. But getting down to concrete jobs that TV has done for the Navy, it appears that the biggest strides have been taken in underwater television.

As far back as the days of the Bikini atom bomb tests the Navy has been using underwater television for a number of purposes. At Bikini the damage done to ships sunk in the tests and the effects of the blasts on the *flora* and *fauna* were observed on video scopes by a group of scientists as Navymen worked the bottom over with their TV equipment. But those first experiments were crude as compared to the equipment and techniques developed in the past few years.

In those early days of underwater television, air-borne equipment was converted for undersea use and all pictures were taken with natural lighting. As a result, TV-men got a fair picture in shallow, clear water but ran into trouble when they hit the deeper water and water with silt and soil in it. Now the Navy has developed at least four different types of cameras for underwater work and two powerful sources of artificial light that will work under even extremely adverse conditions, giving a picture that nearly equals that on the set in your living room.

One of the first complete underwater television units to be installed by the Navy is located at the U. S. Naval Submarine Base, Pearl Harbor. This unit was developed under the direction of the Bureau of Ships, with a special crew of well-trained experts from Washington making the trip to Pearl to check the local people out on the operating procedures of the underwater unit.

Now the unit is ready to go. Its mission: underwater salvage and submarine rescue work.

Through the use of the magic eye of television, divers, getting ready to go down for salvage or rescue work, will be able to have the job scouted for them ahead of time and make their plans accordingly. After a survey has been made, they can go directly to the spot picked, do the job and return, eliminating the long



TELEVISION is becoming important aid to underwater salvage operations. Below: TV aboard USS *Greenlet* (ASR 10) shows Navy diver off Oahu coast.





TV CAMERAS and recording equipment at Naval Photographic Center are used in making film depicting use of gages in final inspection of naval ordnance.

tedious preparatory time normally needed.

Since the time a diver can spend underwater is severely limited due to the water pressure and the time it takes to lower and raise him, use of television will make for a much more efficient and faster job.

This type of survey can be done with the *remote control camera* type, which insures that there will be no danger of clouds of silt interfering with the vision because neither the camera nor the lights will rest on the ocean's floor.

These remote control cameras have the ability to maneuver freely as well as hover, thereby allowing the viewing of an object from several positions in addition to limited search functions.

Here are the other three types of underwater cameras the Navy has in use today. All three have a hook-up to the surface by wire but are positioned in different ways, rather than being "remotely controlled" in positioning.

- *Suspended or towed cameras* which are merely attached to the ship by a line or series of lines while the carrying vessel is maneuvered over the underwater target. Main drawback to this type is the fact that it can't be held on one spot for any length of time, and thus offers only fleeting glimpses of the target.

- *Bottom-resting cameras* — These are usually mounted on a wide tripod; a stage or elevating mechanism controls the depth to which the camera is sent. This type is used primarily

for fish and marine life observation since it doesn't agitate the water and allows a continuing view of passing objects.

- *Swimmer-carried cameras* are smaller, lighter cameras which can be carried by a diver or swimmer. This easy movement of the camera around the depths allows personnel on the surface to get first-hand information on the work in progress or to determine the equipment needed.

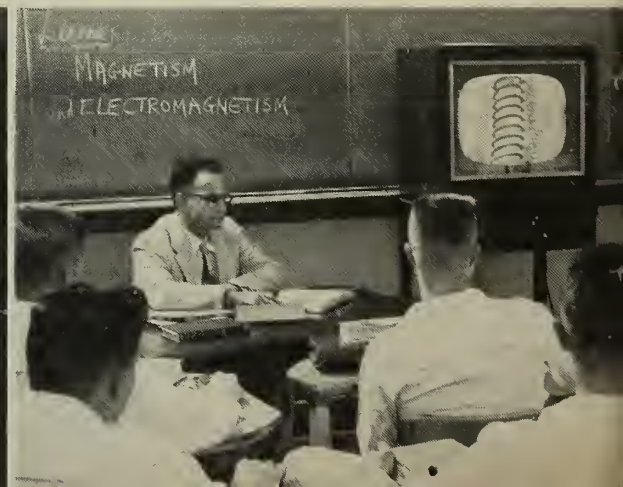
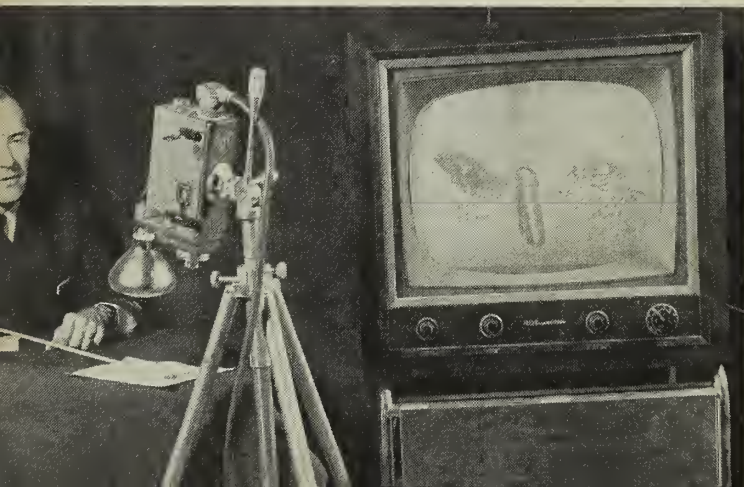
Auxiliary lighting for use with all these cameras is usually supplied by a super-high-pressure mercury arc. However, a new type arc lamp which is expected to give better results is in the process of being adapted to underwater use.

The possibilities of underwater television seem unlimited and actually many of the jobs TV will be doing won't be the jobs that rate the headlines. Instead, TV will do many of the smaller, but still important jobs, that the Navy has to do. A good example of this was shown in experiments run recently at Green Cove Springs, Fla.

A mothballed ship, scheduled to go into drydock and have the various and sundry underwater growths cleaned off her hull, had the hull surveyed by means of underwater TV. A kinescope recording was made and compared with the hull of the ship when it went in drydock. From this it was determined that through use of television the ships of the mothball fleet can be inspected by TV to decide when they should go into drydock.

The Navy has also been called in to do a lot of underwater studies for other government agencies. Typical of these requests is one pending from

RADIO RESISTORS are 'blown up' on television for classroom study. Right: Instructor augments his lecture with TV.





NAVYMEN appeared on nationwide TV show. Here, sailors demonstrate TV 'technique,' substituting ports for screens.

the Department of the Interior. Interior has requested the Navy to work with the Fish and Wildlife Commission on a study of marine life off the Florida coast to determine what is happening to many of our finny friends. Through TV it is believed that the reasons for shortages of certain fish can be established.

Important as underwater television is, the Navy has not restricted its use of the new medium to that alone. In the air and on the ground, tests and experiments are going on under a full head of steam. Daily, new developments are being worked out to provide new TV uses and techniques.

Recently at Quantico, Va., representatives of BuShips working on television installations and developments, mounted a television set in a helicopter. The 'copter then flew out and covered a mock amphibious landing staged by Marine trainees.

The test wasn't conducted to determine whether coverage of an amphibious landing could aid in grand strategy, but rather to decide whether the helicopter would serve as an adequate carrier for the TV gear.

The BuShips representatives, sitting at MCAS, said that they had a seat as good as one on the fifty yard line at a football game and in addition pronounced the helicopter as more than an adequate carrier for TV.

Most airborne TV was tested by the Air Force with Navy observers on hand to decide what the Navy could do with the equipment. Work-

ing hand in glove, the two services tested airborne television for several years.

Carrier aviation came in for possible television use when *uss Forrestal* (CVA 60) was planned as a flush deck carrier. At that time, engineers and technicians put their heads together and came up with a "deck surveillance" television system to supply the skipper and OOD, who would be under the flight deck and unable to see the operations, with complete coverage through television.

Actually the view they would have had on the television sets would have been better than that the CO or OOD has on a conventional carrier.



FROGMAN prepares to dive with television camera equipped with carbon arc lighting device for underwater use.

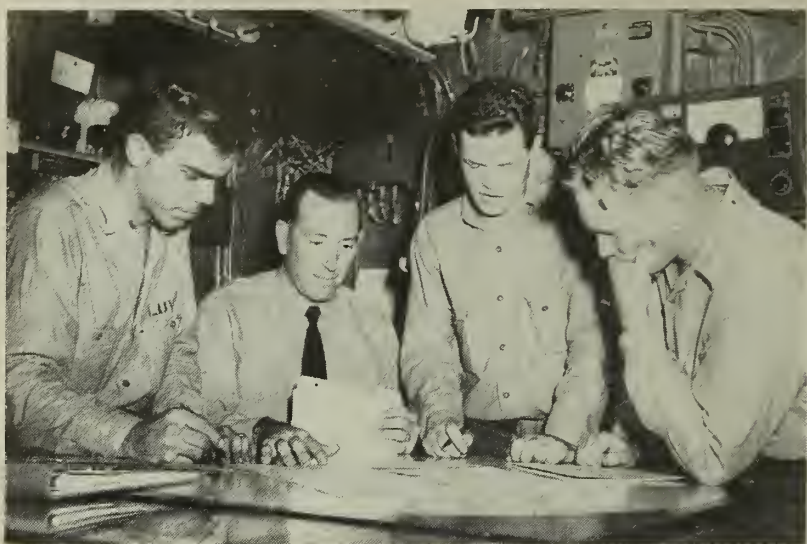
While *Forrestal* and others of her class now have the canted deck and therefore will still have an island, the idea of deck surveillance as an aid on all carriers is still under consideration.

Despite the fact that television is mostly thought of as an aid it can also be a killer when mounted in a guided missile. Two cameras can be carried in a missile, one focused on the instrument panel, the other aimed directly ahead. The remote control engineer operating the missile is equipped with two receivers and by watching them he can not only see where the missile is headed but note the changes to be made in its flight. As a result he can make instant changes in direction, altitude or speed and send the robot directly to its target.

From the battlefield to the classroom is a long jump, but television has made the transition with nary a pause. The training potential of TV is under careful study by the Navy, one of the leaders in this field.

Pride of the instructional TV is the set-up of the U. S. Naval Academy, Annapolis. There a complete studio, equipped to handle local and outside pick-ups, is in operation. Each of the many classrooms has a 21-inch TV screen and TV has become an important aid to the professors and teachers of the midshipmen.

There seems to be no question of the TV's ever replacing the professor, however, as it has not lived up to all the expectations of those who



CREWMEN from USS *Silverstein* (DE 534) learn about electronics maintenance records from C. D. Biggerstaff, ETC, USN, of Fleet Training Group.

Keeping Up-to-date on Shipboard Operation Techniques

Crewmen of U. S. Navy ships in the Hawaiian area are being kept up-to-date on the latest combat techniques by special instruction ashore and afloat.

Classes are held for shipboard personnel by the Fleet Training Center under the direction of the Commander Fleet Training Group, Pearl Harbor, T. H.

Regular classroom instruction is held on the beach in all phases of shipboard operation in combat. At the end of this shoreside training, a battle problem simulating actual wartime conditions is given each ship taking part in the instruction.

Trained observers from the Center are stationed in vital parts of the ship, to take notes of any deficiencies or mistakes.

During the battle problem planes dive over the ship simulating strafing runs.

Bomb hits are simulated that result in "breakdown" of communications, piping systems and electrical lines that knocks out the fighting power of the ship. Officers and crew then apply their knowledge to getting the ship back in fighting shape in the shortest possible time, using the techniques learned at the Center.



NAVYMEN receive instruction in self-contained breathing apparatus. Right: Use of shallow water diving equipment is taught to sailors.



envisioned entire classes taught by nothing but television. Actually, in many cases ordinary films serve the purpose better. However, at the Academy the value of television lies primarily in two directions.

- When demonstrating something that because of its size, location or availability cannot easily be viewed by large numbers, it has proved excellent.

- When a key instructor can be brought into the studio to lecture to a number of classes simultaneously.

One phase of instructional television that seems to have a rosy future is the small portable TV system developed by the Special Devices Center of the Office of Naval Research, at Port Washington, N. Y. Labeled "ITVS" (Instructional Television System) it does away with costly studio equipment and personnel which made educational TV so expensive.

In this system the camera, with its complete receiving and transmitting equipment and sound system, has been housed in a small, desk-like console which can easily be moved from one classroom to another. From this console the TV program can be transmitted by cable to as many as 100 different TV receivers, located in as many different areas.

Main value of this new system is to serve as an electronic magnifier. For technical skill training, it is possible for students to have a TV receiver at their work benches and follow the instructor's step-by-step moves while watching TV close-ups. Thus each student has a front row seat. Training film, devices, charts, transparencies, film strips and blackboard presentations can also be picked up by the new system, making it possible for 100 classes to view one training film at the same time.

By using two cameras with the system, an instructor and his class can remain in the classroom while an assistant takes a camera to areas outside the classroom without loss of valuable class time. The TV equipment can also be used to show dangerous situations without endangering lives of students.

Whether it be in the field of education, underwater salvage of airborne reconnaissance, the Navy will be making the best use of television for years to come, for it has answered the question "TV or not TV" with a hearty vote of approval for television.

—Bob Ohl, JO1, USN

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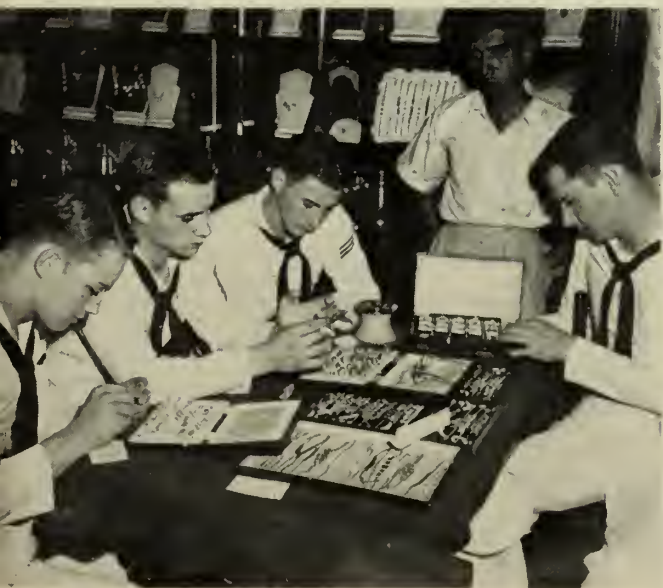
Navymen Like Kandy

ELEPHANT RIDES and snake charmers are among the out-of-the-ordinary attractions for Navymen visiting the island of Ceylon, off the southeast coast of India.

Sailors from two flattops—uss *Hornet* (CVA 12) and uss *Tarawa* (CVA 40)—paid recent visits to Ceylon, inspecting its Buddhist shrines, tea factories, buying souvenirs in the many shops in Kandy and Colombo.

They listened to the exotic music of native snake charmers as deadly cobras performed their "dances." Photography fans had a field day snapping shots of their buddies astride elephants.

Upper left: Sailors from uss *Hornet* (CVA 12) visit sacred lake at Kandy, Ceylon. *Upper right:* Dig the pitch and roll of these 'vehieles.' *Right center:* Buddhist shrine, "Temple of the Saered Tooth," is visited. *Lower right:* Snake charmer and cobra entertain group of Navymen from uss *Tarawa* (CVA 40). *Lower left:* Sailors look over jewelry in a shop in Colombo, Ceylon.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ALASKAN HOUSING** — Latest information on the housing front from the 17th Naval District gives a word of caution to petty officers in the lower pay grades who want duty in Alaska and want to bring their dependents with them.

In case you're thinking of putting in for duty in the bear country, here's the picture.

Kodiak—At the Naval Station at Kodiak, the situation has brightened somewhat recently. There is some public housing available and personnel in pay grades E-5, E-6 and E-7 are eligible to move in. A waiting list is maintained and the latest period reported was between 8 and 12 months.

Moreover, more than 300 two- and three-bedroom units have been constructed in the town of Kodiak. Units are unfurnished except for gas range and refrigerator. All have central heating and three-bedroom units have a washing machine and dryer.

Monthly rents are: Two bedroom (without garage) — \$110 a month plus utilities; two-bedroom (with garage) — \$130 plus utilities; and three-bedroom (with garage)—\$150 plus utilities.

Adak—The absence of any civilian community nearby and the limited number of public quarters available to enlisted men make the situation tighter.

The assignment of public quarters for enlisted personnel is limited to chiefs and petty officers first class only, and the normal waiting period

is six months. EMs in lower pay grades who are assigned to the area should *not* plan on bringing their dependents. There are no civilian quarters of any description available for renting.

Personnel who desire to request duty in the Alaskan area are advised by Com 17 to take these facts into consideration so that disappointments after arrival may be kept to a minimum.

• **GREAT LAKES HOUSING** — Word has come from the Naval Training Center at Great Lakes, Ill., of a general tightening up in the government housing situation, especially for enlisted men.

Lists for those seeking government quarters have lengthened recently. Earlier this year, there were 53 families on the waiting list for housing for petty officers first and second class; at latest report there were 118. Earlier there were 27 on the CPO list; now there are 47.

Naturally, Navymen reporting for duty at Great Lakes, and bringing their families right along with them with no assurance they can find housing, are apt to be putting themselves in the lurch.

Many have had to resort to hotels and motels.

Officers with families are also apt to be affected although to a lesser extent. At last count, 32 officer families were on the list.

To avoid possible personal hardship, the Training Center recommends that all personnel, officer or

enlisted, who are about to be ordered to the center send a letter ahead for details on the housing situation. Address your inquiry to Mr. A. D. Moore, Housing Manager, Building 2-C, U. S. Naval Training Center, Great Lakes, Ill.

• **MOVING TO HAWAII?** — In a move calculated to improve the service in the shipment of household goods to Hawaii, BuSanda has come up with a "door-to-door" plan.

Instead of your household furnishings moving through several shippers as they progress from the continental U. S. to Hawaii, they will now be handled by the same company all the way, carefully packed for the ocean part of the movement in large wooden sea vans or metal containers rather than individual boxes or crates.

The service will include picking up your household goods at your residence point within the U. S., transporting them by motor van to a West Coast port, transferring the load to large containers, providing commercial water transportation, and storage-in-transit privileges if necessary, and delivering them to your new residence in Honolulu.

The same service will be provided for shipments originating in Honolulu destined to points in the continental U. S.

Shipments should be speedier too. According to BuSanda, the carriers offering this service have stated they can pick up a load at an eastern U. S. point and deliver it to Honolulu in approximately 30 days. This is considerable improvement over the present shipping time and should mean for most Navymen that by the time you and your family reach Pearl Harbor on your change-of-station orders, your household goods should be waiting for you.

There are several other advan-



PASS THIS COPY ALONG — Don't evade the issue — at least nine other men want to tackle this copy of ALL HANDS.

• **ADVANCEMENT EXAMS**—The coming February advancement-in-rating exams will be given on board ships and shore stations at the usual times, with the single exception of the test for petty officer first class.

Instead of the fourth Tuesday of the month, the PO1 test will be held on the next day, 23 February. The 22nd is a holiday, Washington's Birthday.

Candidates for other petty officer spots will go to the post on the following dates: for chief petty officer, 1 February; for petty officer third class, 8 February; and for petty officer second class, 15 February.

Exams are given for the lower three pay grades twice a year, in February and again in August. However, as every first class well knows, the February exam is the only time during the year when he can seek to qualify for his chief's hat.

For the details on the changes in this year's exam as well as the list of certain overcrowded rates for which no tests will be given, see last month's issue, pp. 42 and 43. For the straight scoop on the new multiple that has been adopted and for the latest regulations on changes in rating through the exam, see the stories in this issue.

tages to the new system. An important one is that the shipment will move all the way on a single bill of lading, and in the case of loss or damage to your furniture, you would have to deal with one carrier only.

For another, you will be given a higher "release valuation"—that is, the value of your household goods will now be rated at 30 cents a pound rather than the former 10 cents.

The carriers offering the service have also indicated they will make available to owners a comprehensive all-risk insurance policy to cover the shipment from the origin to ultimate destination. You will have to pay the cost of the insurance yourself.

The new set-up is expected to mean some savings in cost to the government as well.

For more information on this new means of transporting your household goods to and from Hawaii, see your nearest household goods shipping activity.

• SPORTS PROGRAMS REVISED

—The Inter-Service and Navy sports programs for 1955 are undergoing a big change. On the Inter-Service level next year, boxing, which will be held 20-22 April, is the only sport to remain from 1954.

Sports to be added in 1955 to the Inter-Service are: bowling—28-30 March; triathlon—29-30 April; golf—8-12 August; and tennis—22-27 August. The new sports are being added as a result of a survey which showed most commands wanted them.

After the 1954 eliminations are completed, there will be no further competition in baseball, basketball, and track and field on the Inter-Service level. Baseball and basketball competition, however, will be continued in the Navy program.

The revision of the Navy sports program will be mostly an expansion, and will include all sports currently being held on the Inter-Service level. Some of the sports that will be added are touch football, softball, and volleyball.

A big reason for the change in emphasis in the sports program is that under the new set-up, more men will be able to participate in Navy sports than before. Also, their chances of reaching the All-Navy and Inter-Service levels of competition will be greater. Ships and stations with small complements will, under the new program, be able to field teams on a comparable competitive level.

• AWARDS CUT-OFF DATE—

The eligibility period has run out for three service medals authorized for Navymen who put in wartime service in the Korean theater.

The medals are the Korean Service Medal, the United Nations Service Medal and the National Defense Service Medal.

Each of the three had a beginning date of 27 Jun 1950, the date of the outbreak of hostilities in Korea.

Now, a little more than four years later, the Navy has set the cut-off date for the three at 27 July 1954. Incidentally, the China Service Medal is specifically exempted from a terminal date at this time by the directive, SeeNav Inst. 1650.6.

If you are still in doubt as to which you rate, if any, consult *U. S. Navy and Marine Corps Awards Manual* (Rev. 1953) or *ALL HANDS* for April 1954, p. 50.

QUIZ AWEIGH

How good are you at navigation? You don't have to plot a course in this month's quiz, but see how well you can steer through these questions. Anything less than four correct answers means you've run aground.



1. This instrument is used to (a) indicate wind direction (b) indicate wind velocity (c) indicate the speed of a ship.

2. It is found aboard practically every naval vessel and is known as a (a) barometer (b) pitometer (c) anemometer.



3. The aircraft, here shown starting its take-off, is the (a) P2V Neptune (b) Sea Dart (c) P5M Morlin.

4. The white spurts at the side of the plane are the result of (a) exhaust from the engine (b) smokeless JATO (c) tracer-bullet guns.



5. This Iowa-class bottlewagon, the modern battleship with the most years of continuous active service, is (a) USS Washington (b) USS New Jersey (c) USS Missouri.

6. When one of the above is placed in mathballs, there will be only three battleships in active commissioned service. They are (a) USS Texas, USS Indiana and USS New Mexico (b) USS Oregon, USS Alabama and USS California (c) USS New Jersey, USS Iowa and USS Wisconsin.

You'll find the answers to the quiz on p. 56.



SAILORS from USS *Blair* (DE 147) rescued members of Boudreau family soon after this photo was taken. Below: Navymen survey hurricane debris.



'Carol' Goes

DURING THIS YEAR'S Atlantic coast hurricane season, the big winds followed each other in rapid succession, hitting ships at sea and in port, creating floods, destroying lives and property valued in the millions.

Throughout the series of storms—from "Alice" to "Florence"—the Navy pitched in, protecting its ships and men and bearing a hand to help civilians in distress.

One of the most dramatic episodes took place when, during the height of Hurricane Carol's destructive rampage, USS *Blair* (DE 147) rescued a Fall River, Mass., family of three who were floating out to sea on the roof of their house.

Blair was steaming northwest of Melville, trying to keep from being blown aground by the heavy winds of the season's roughest hurricane. She was in trouble, having lost her port anchor and whaleboat.

About 1430, *Blair's* lookouts spotted three people clinging to the floating rooftop in the rising waters of Narragansett Bay. *Blair* came alongside and five of her crewmen jumped off the DE's forecastle into the pounding sea to rescue Robert Boudreau and his sister, Claire. Charles Guertin, TM2, and Seamen Henry Halverson, Ernest R. Edelmann, Luigi Petrosino and George Nash managed to get lines around the two and they were hauled on-board *Blair* at 1441. The third victim, Mrs. William J. Boudreau, mother of the rescued, slid off the rooftop and sank under *Blair's* bow, coming up on the other side of the DE. She managed to stay afloat until picked





n a Rampage

up by a small Coast Guard cutter that had also sighted the floating rooftop.

A Navyman effected the rescue of three sailors marooned on a storm-tossed fingerpier, adrift in a small boat anchorage at Melville. The courageous sailor, J. J. P. Murray, BMSN, USN, waded into the turbulent waters, carrying a line out to the rock wall enclosing the anchorage where the sailors were stranded. He secured the line to the floating pontoon and the sailors waded back over the same route, clinging to the line which was held secure at the other end by sailors on the wharf.

The Navy gave another kind of "assist" when high winds knocked over power lines in the Quonset Point area, stopping the power supply for cold storage. NAS Quonset Point offered its refrigeration lockers to merchants for the storing of food.

Sailors went from shop to shop, informing merchants they could store their perishable food supplies in the air station's lockers. The Navymen helped load the food into cars and trucks, working late into the night in order to save as much of the perishables as possible.

The Navy "rode out" the hurricanes with a minimum of casualties to men and ships. Hurricane Carol cost the life of one sailor who was washed overboard and inflicted injuries on four others. Thirty vessels received some damage, mostly of a minor nature. A number of ships lost anchors and boats. One vessel, *USS Deuel* (APA 160), went aground when her lines parted at the Davisville pier.

NOVEMBER 1954



COURAGEOUS SAILOR, J. J. P. Murray, BMSN, USN (arrow), rescued three marooned Navymen. Above: Hurricane buffeted ships, damaged power lines.



FLOODED area looks desolate to these sailors. Note auto engine-deep in water. Below: AD and DDs ride out the storm despite high winds, rough sea.





ALL-NAVY TALENT ON TV—Guitarist Frank Marone, AT3; Comedian Allan Aiken, ADAN; and 'The Three Kings'.

Navy 'Smoker' Makes a National Hit

ASHORESIDE VERSION of the "Ship's Smoker," one of the oldest forms of recreation in the Navy, was presented to a nation-wide audience for the first time when winners in the All-Navy Talent Contest performed on "The Toast of the Town" television show.

Selected by their shipmates at naval activities from coast to coast and from the Fleet in the Navy's initial service-wide talent contest, 37 Navy-men and Waves gathered in New York City in September for the final eliminations.

When the "shoreside smoker" went

on the air waves, it provided an hour-long show ranging from comedy pantomime and acrobatics to calypso and straight singing. The television broadcast, which gave Navy families and their friends throughout the nation an opportunity to see a sample of a ship's "Happy Hour," grew out of Bu-Pers Notice 1710, issued this summer.

The contest, designed to "discover and encourage musical and theatrical talent" in the Navy, was waged on a Navy-wide basis with participation from the Fleet when and as possible. Marines stationed at naval activities were also eligible.

'LORD'S PRAYER' is sung by John Duffy, YNSN, accompanied by the Bainbridge Choir and pianist Alethia Mayo, SN (W), during telecast of the show.

Relying on the same type of facilities as are usually found aboard ships and naval stations, the Navy contest instructions prohibited acts requiring specialized scenery, and authorized only appropriate costumes and properties such as musical instruments, puppets, etc.

From the opening number of "Anchors Aweigh," by the famed NTC Bainbridge choir, the show moved along at a fast and entertaining pace. The all-male choir, under the direction of Richmond S. Wright, PN2, usn, is composed mostly of recruits undergoing basic training, hence there is an almost constant personnel changeover. Yet the choir put on a highly polished performance, despite the fact that it was called on to sing two pieces that the men of the chorus had never sung before.

Just a few hours before the program went on the air, the accompanist, Lieutenant (junior grade) R. J. Lawton, USNR, along with the choir director, got the group together backstage and in jig time, they had the songs down pat.

Each of the acts that reached the finals in the All-Navy Talent Contest was outstanding. Because of time limitations, some of the performances had to be eliminated in the 60-minute television broadcast. However, as many of the runner-up contestants as possible were used with other acts.

Take, for instance, Alethia Mayo, SN (W), usn, of the Washington, D.C., Receiving Station. A classical pianist, she wasn't selected for the





PUPPETEER Jerry Hartnett, HN, warms up. Tenor John Duffy, YNSN, rehearses song. Marine 'Harmaniacs' sound off.

show, but she did appear, as an accompanist to John Duffy, YNSN, usn, tenor from NAAS Barin Field, Foley, Ala.

Jerry Hartnett, HN, usn, of the Portsmouth, Va., Naval Hospital, provided the audience with an entertaining marionette show, featuring his puppet, "Leilani" who danced the "Dragnet Hula."

Jerry, who started this hobby at the age of seven, learned to make and manipulate his marionettes at the Public Library in his hometown of Hempstead, L. I., N. Y. Since being assigned to the Portsmouth Naval Hospital in March 1953, Jerry has done about 200 shows in the wards.

"The Harmaniacs," a harmonica trio made up of Marine PFCs Dominick Sgro, Igor Sedor and Antonio Sgro, were the first of three Leatherneck acts on the show.

Other Marines on the show were SSgt Irvin Redcay, of the Marine Corps Band, who played the piano, and calypso singer Second Lieutenant Edgar House, of MCAS Cherry Point, N. C.

Laughs on the show were provided by Allen Aiken, ADAN, usn, of NAS Moffett Field, Calif., with a comedy routine of the Bob Hope type. Francis Bushee, SR, usn, of NTC San Diego, Calif., gave impersonations of famous celebrities, and Wave Tobi Anderson, SN, usn, of Norfolk Naval Station, did a comedy pantomime on the song "Two to Tango."

Besides Tobi Anderson, the other Waves on the show were vocalist Lillian Speese, SN, (W), usn, of NAS Alameda, Calif., and Eslun Chin, SN (W), usn, of the Seattle, Wash., Na-

val Station, who performed a tap dance.

The two music combos on the variety show represented the East and West Coasts. From NAS, San Diego, Calif., came the "Note-Ables," consisting of Charles Austin, SN, usn, George Rego, SN, usn, Kenneth Brown, SN, usn, and Gene Knight, SN, usn.

Representing NAS Norfolk and the East were the "Aristo-cats," made up of Roger Ronk, MU2, usn, Charles W. Evans, MU2, usn, Jack Cantwell, AD3, usn, and Frank Kersel, SN, usn.

The other group act was an acrobat team, "The Three Kings," from NAS Atlantic City, N. J. The three

sailors, George King, EMPN, usn, Robert Shinkle, EMPFN, usn, and Angelo Lococo, AC3, usn, had joined forces only a few months before the All-Navy Talent Contest eliminations. Each had studied acrobatics as a civilian and happened to meet while stationed at NAS Atlantic City.

In another 'single' act on the show, Ronald Saviniwicz, MU2, usn, of USS *Pocono* (AGC 16), gave an expert accordion solo. Milton Monbleau, SN, usn, of NTC Great Lakes, Ill., singing "Hey There," drew heavy applause from the television audience, as did Frank Marone, AT3, usn, of NAS Patuxent River, Md., playing the electric guitar.

During Marone's act, the electric

SWING COMBO—'Note-Ables,' Charles Austin, SN; George Rego, SN; Kenneth Brown, SN; and Gene Knight, SN; practice exit with Ed Sullivan.





REHEARSAL—Ed Sullivan talks with Lillian Speece, SN (W). Right: Tobi Anderson, SN (W), practices pantomime. Below: Bainbridge Choir tries new song.



DANCER Eslun Chin, SN (W), USN, gets TV spotlight. Right: Calypso singer 2nd LT Edgar House, USMCR, sings one of his songs on All-Navy Talent Show.



current fouled up, but this didn't rattle the guitarist. He continued to play as though nothing was wrong, until the current was restored, in the usual showman's tradition.

The hour-long All-Navy Talent Contest closed with a rousing song from the NTC Bainbridge choir ringing down the curtain.

While this was the first All-Navy Happy Hour or smoker ever to be witnessed by a nation-wide television audience, it stems from a long tradition of performances of this type, performed, however, for a much smaller but equally enthusiastic audience.

In the days of the old Navy, recreation was confined mainly to rendering impromptu songs or swapping yarns during rope yarn Sundays or on off hours, when the smoking lamp was lighted.

In the early 1900s, ship's bands were beginning to appear on the larger vessels. They entertained the crews with concerts whenever the occasion presented itself.

Shipboard balls in foreign ports were a way of entertaining visiting dignitaries. Then too, if a vessel could muster sufficient theatrical talent, it would be a signal to stage a play on the quarterdeck. These shows were sometimes elaborate affairs with ship-made costumes and props. Many of the plays and accompanying music were the original work of the crew.

The between-bout entertainment served as a special drawing card and included such activities as dancing, vocal and musical solos and band numbers. Many present-day show business personalities first appeared on stage as part of some ship's Happy Hour or smoker.

The first All-Navy Talent Contest is just a sample of what may grow out of the Navy Happy Hours and smokers which your Enlisted Recreation Committee can arrange for.

If you happened to have missed the live telecast of the winners in the All-Navy Talent Contest, chances are that you'll still get to see it. The kinescope of the Ed Sullivan show, which featured the Navy talent, is being put in the Navy Motion Picture circuit as one of the nightly movies in the near future.

No one act that appeared on television was selected as the "top" Navy talent. Each contestant who appeared on the show will receive a trophy as a winner in the 1954 All-Navy Talent Contest.

—Rudy Garcia, JO1, USN



Smokers at Sea

SHIPBOARD HAPPY HOURS have been a source of entertainment for Navymen for many years.

Boxing bouts, wrestling matches and other sports events, combined with band concerts, jazz sessions, variety shows and the like, add variety to the entertainment diet and give more crewmen a chance to take an active part in the proceedings.

Barbershop quartets, choral groups, acrobatic acts, song and dance teams, and comedy routines have all graced the improvised stages for Navy Happy Hours afloat. These Happy Hours or smokers provide an outlet for the musical and theatrical talent of officers and EM alike and are fine morale-builders—not only for audiences but the performers.

Here are some typical shipboard Happy Hour scenes:

Upper left: Barber shop quartet, made up of officers on board *uss Mt. McKinley* (AGC 7), entertains during smoker. *Upper right:* Jazz combo sounds off with some hot licks during session aboard *uss Kearsarge* (CVA 33). *Right center:* Members of 'Henrico Ramblers' — *uss Henrico* (APA 45) — perform aboard *uss Pine Island* (AV 12). *Lower right:* Crewmen muster around band for impromptu concert on deck of *uss Toledo* (CA 133). *Lower left:* Combo from Sixth Fleet Band practices aboard *uss Salem* (CA 139).





USS PIGEON earned two Presidential Unit Citations in WW II. This photo was made nearly a quarter century earlier.

USS Pigeon Was No Sitting Duck

Here the story of uss Pigeon (ASR 6), completely told for the first time. It is this battered and ancient submarine rescue vessel that has the unequalled distinction of being the ONLY surface vessel of the U. S. Navy to have been twice awarded the Presidential Unit Citation.

AS COMBAT VESSELS GO, *Pigeon* didn't amount to much when she limped into Cavite Navy Yard, Manila Bay, late in November 1941 for overhaul and repairs. Launched in 1919, the 946-ton vessel had been severely damaged twice during her career and was now serving her declining years as a China Coast work horse until the day of her final decommissioning.

Pigeon's skipper, LCDR (now RADM) Richard E. Hawes usn, had launched his career as a fireman 1/c two years before *Pigeon* had begun her Navy tour. Later an ensign in the Naval Reserve, LCDR Hawes had begun his Regular Navy career as an officer by special act of Cong-

ress, in recognition of his work as Boatswain in the salvage of the submarine uss S-51.

Pigeon had the usual complement in her crew—a single ensign, three warrants, and approximately 100 enlisted men. Their caliber is illustrated by their actions during the last three vital weeks of December 1941.

Nevertheless, to a survey party's first glance, *Pigeon* would seem to be be poorly equipped to face her moment of glory. On the morning of 10 Dec 1941, when the Japanese followed their first attacks with a massive air raid over Manila Bay, *Pigeon* was moored at Machina Wharf, Cavite Navy Yard, in a five-ship nest, with her anchor engine and a large part of her steering assembly hopelessly scattered throughout the Yard for repairs. Inboard of her were the submarine *Seadragon* (SS 194) and *Sealion* (SS 195), both in varying stages of overhaul. Next to *Sealion* was the mine sweeper *Bittern* (AM 36). Then came

Pigeon and another mine sweeper *Quail* (AM 15).

With no rudder, *Pigeon* might be a little slow and unwieldy, but she was ready and willing. In the brief time since enemy planes had first appeared overhead, hard work and ingenuity had made *Pigeon* seaworthy. A rough, homemade tiller had been installed and relieving tackles rigged. The main engines were warmed up and steam was ready at the throttle. A steaming watch had been maintained since danger first appeared.

At the first appearance of the planes, on 10 December, finding that the jury-rigged rudder was not adequate for the delicate maneuvering required to clear the nest, *Pigeon* lashed herself to *Quail*, who dragged her clear of the pier into the more open waters of the bay. There, with all guns spitting futilely at the Japanese planes cruising leisurely overhead, both vessels maneuvered independently to avoid the falling bombs. One string fell about 200 feet astern

of *Pigeon*, and another to port about 200 yards, both shaking the ship severely.

Equipped with 3-inch guns which could almost reach the raiders, *Quail* decided to stay in the bay and attempt, at least, to hold the planes at a respectable altitude. *Pigeon* was at that time armed with two 50 caliber and two 30 caliber machine guns. A few useless rounds were enough to convince *Pigeon's* skipper that sling shots would be as effective as her guns against the bombers. The crew did have the small satisfaction of seeing their bullets pour into a low-flying fighter; however, they had no effect.

From the relative safety of the bay, the crew of *Pigeon* could see that Cavite was now a molten furnace. Oil tanks had exploded, sending up mountainous eruptions of smoke and flame. Machine shops, docks and storehouses had burst into flame and were already crumbling to the ground. Explosions of air flasks and detonating warheads were taking place. From the north, fresh formations of enemy planes appeared.

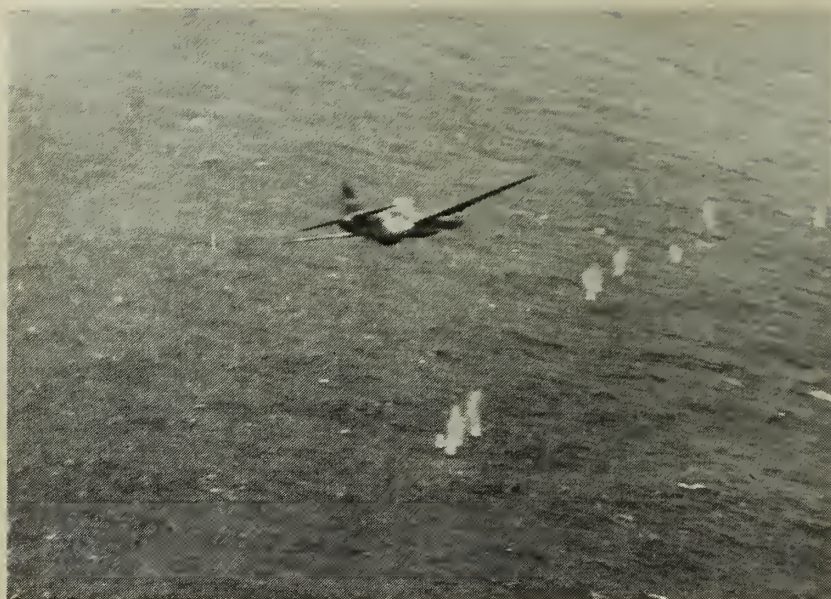
Hawes was faced with a simple but hard decision. With no loss of honor he could stay in the bay and take his chances against the planes or he could go back into Cavite and attempt to save what remained of the submarines and their crews.

The ASR lived up to her designator as a submarine rescue ship. *Pigeon* moved into what appeared to be certain suicide. At this point, *Sealion* was completely wrecked, but *Seadragon*, her engines dead, had



RARE PHOTO (below) taken on 10 Dec 1941, shows Cavite Navy Yard ablaze after being bombed by enemy planes. Mixed feelings are shown on faces of Navymen (above) as they watch Japanese plane flying over ship in World War II.





TWIN-MOTORED 'BETTY' heads for the drink. USS *Pigeon* accounted for a number of enemy planes during early months of the war in the Pacific.

cast off from the wharf and was still afloat, although badly battered by the explosion which had shattered *Sealion*. Flying fragments had smashed her conning tower, ripped away part of her bridge and punctured her tanks. *Bittern* was hopelessly afire. The crews of *Sealion* and *Bittern* were huddled on the deck of *Seadragon*. Bombs were falling dangerously close to a barge loaded with torpedoes. Next to the

wharf, the torpedo shop was struck.

"The first idea was to use our five hose heads and extinguish the fire near the vessels and thus relieve them," says Hawes in his report, "but this was found to be impossible because of the wind. We were ordered to get clear, so we proceeded to the assistance of *Seadragon*."

Somewhat after the manner of the halt leading the blind, *Pigeon* ran her stern against a convenient piling

and passed a line to the helpless sub. Taking a brace against the piling, *Pigeon* pulled the 1450-ton sub clear, only to have it run aground on a mud bank not far from the dock.

"For a few minutes," commented LCDR Hawes, "it looked as though both *Seadragon* and *Pigeon* might be in a perilous position. Due to wind and tide, as well as our somewhat inadequate steering arrangement, certain difficulty was experienced in trying to turn *Seadragon*."

The situation was not only perilous. It was downright critical. Falling bombs gave impetus to *Pigeon's* propellers as they churned the water until finally the sub slid reluctantly off the bank. When they were a short distance away, a large bomb struck an oil tank near the water's edge. As it exploded, a great sheet of flame rolled out across the water toward the two struggling ships. The heat blistered the paint of *Pigeon* but, just as it was becoming unbearable, the flames dissolved and died down, leaving the deck caulking "running like water." The men of *Pigeon* stared at the spot they had just left and gratefully gulped the fresh air. Had they been a few minutes longer struggling with *Seadragon* on the mud bank, vessels and crews would have been burned to a crisp.

Part way out of the channel, *Seadragon's* engines were finally started. Lines were cast off and the submarine slipped off to deeper water and comparative safety while *Pigeon* returned to the Yard.

Not all of *Pigeon's* crew were available to help with the rescue of the submarine. While *Pigeon* was busy with her tow job, two crewmen, Warrant Machinist Rollin Reed and W. Taylor, WT2c, boarded a surf boat and succeeded in hauling a burning lighter clear of their route, hauled a gasoline lighter out and moored it to a buoy and, with the help of another small boat, hauled the burning *Bittern* out to a buoy just off the dock.

For that day's work, the officers and crew of *Pigeon* received the following citation by the President:

"For outstanding and courageous performance of duty of the officers and men attached to the USS *Pigeon* on the occasion of the Japanese aerial attack on the Navy Yard, Cavite, P. I., on 10 Dec 1941, when that vessel, despite the severe bomb-



SMOKE AND FLAMES pour from buildings along Philippine streets after bombing raid on 13 Dec 1941. This was Taft Avenue in Barrio, Paranaque.

ing attacks by enemy Japanese aircraft at the time and without the use of regular steering equipment, towed to safety the *USS Seadragon* and assisted generally in clearing the docks of that Navy Yard, then a roaring inferno, of naval vessels and yard craft secured thereto."

Meanwhile, there was a job to do, including the repair and fitting out of *Pigeon* herself. For once, a humble rescue vessel could be fitted out to her skipper's taste as a man-of-war. In between repair and salvage jobs and further Japanese attacks, *Pigeon's* crew salvaged the necessary steering equipment from the now useless *Bittern*, installed a new anchor engine, repaired the leaking forward peak tank, installed 20 to 30 sheets of boiler plate as splinter protection for the guns, and replaced all the glass windows in the chart house with additional boiler plate.

For armament, the refitted *Pigeon* was loaded down with two "new" 3-inch guns, six additional 50 caliber machine guns, 26 service rifles, five automatic rifles and two dozen "45" automatics. They succeeded in loading to capacity with 50 caliber ammunition, but were forced to satisfy themselves with 460 rounds of ammunition for the 3-inch guns. After all strictly nonfunctional equipment was thrown overboard, *Pigeon's* draft was 14 feet 6 inches aft and 13 feet 4 inches forward, instead of the normal full load mean of 13 feet 7 inches. Bring on the enemy!

This was, of course, spare time work. Recreational activities, so to speak. As a part of *Pigeon's* job, she moved and anchored countless vessels clear of the now-useless Navy Yard; installed on the minesweeper *Tanager* (AM-5) antiaircraft guns taken from ships that had been badly damaged by the ever-recurring attacks or which were already scrapped.

While she fed an average of 125 men daily, including working parties and boats at Cavite, *Pigeon* furnished crane service and assistance for the removal of all secret and useful equipment of *Sealion*. She salvaged torpedoes, transported deck loads of torpedoes and equipment, warheads, exploders, igniters and other supplies to a secret rendezvous. For variety, she made underwater repairs at night to the crippled submarine *Porpoise* (SS 172). All hands who were qualified divers turned to on that job, including *Pigeon's* com-



PIGEON helped in disposal of Philippine gold and silver. *USS Trout* (SS 566), shown here, was one of the submarines which carried gold to the States.

manding officer.

Danger became a habit, no longer worthy of comment. All operations were conducted with lookouts alerted, with guns fully manned and frequently busy. One night mission included the recovery of a barge of submarine mines from an area already under control by the Japanese. The errand was accomplished, of course, and with the added touch of lighting off several hundred barrels of enemy-held aviation gasoline.

Other standard missions included beaching a 17,000-ton freighter

which had been wrecked by bombs, and salvaging its 160,000 gallons of fuel oil in order that the gunboats might stay on patrol. *Pigeon's* crew salvaged and concealed 400,000 gallons of deisel oil to enable the submarines then contacting Corregidor to take on fuel; they salvaged innumerable small boats; they set up and operated a repair base for in-shore patrol boats, manufactured a 600-foot fish net to provide fresh fish for crews ashore; they assisted in dumping the Philippine silver currency. There were other routine errands, of course, such as moving buoys and picking up a disabled oil barge which had drifted into the mine field.

There were more interesting moments. During the first bombing attack on Corregidor, *Pigeon* was able to fire six rounds, proudly, from her 3-inch antiaircraft guns. Lack of experience told, however, and she was unable to bring down even one plane.

The *Pigeon's* chagrined crew redeemed themselves the following day. This is how LCDR Hawes tells it:

"In spite of our intentions to be clear of docks and concentrated shipping, we were caught at S dock tying up a lighter load with oil drums. The first string of bombs hit the north end of Corregidor and in water about half way to the dock. By the time the second string was



SUBMARINE rescue vessel, *USS Pigeon*, slides down ways (as AM 374) in launching ceremony early in 1919.

dropped we were well clear. Three two-motored enemy planes came over at an altitude estimated at about 4000 feet. We opened up with all of our 50 caliber guns and saw many shots hit the planes. It was not until the following day that we learned that one plane exploded between Monja Island Light and Corregidor and the other two crashed just beyond the mine field."

Pigeon's crew was understandably confident after this episode, but they still had things to learn. Fortunately, the next lesson was taught them by a comparatively harmless observation plane the following day.

"At about 0830, while standing through the eastern buoys en route to Mariveles, an observation plane passed directly overhead at about 2000 feet altitude," recounts the CO. "The altitude and leisurely flying completely fooled us and it was directly overhead and past, before we saw it was an enemy."

Fortunately, the enemy made a mistake, too, but did not live to profit by it.

"We held our fire until it turned back for another look at us and when it was almost over us again, all 50 caliber guns opened up. We could see the tracers hitting the plane which sideslipped, lost altitude, changed course and headed out to sea. From the amount of volleys pumped into the planes the previous day and today, it is not believed that 50 caliber fire can bring down the type of plane used



CARRIER-BASED planes of U. S. Third Fleet blasted Cebu Harbor, Philippines as offensive got underway.

against us, but they can cause considerable damage."

What were the casualties during this strenuous month? Aside from the lack of sleep, the customary skinned knuckles and bruises attendant upon this type of duty, there were none.

"The fact that not a single man was killed or injured is a miracle," commented LCDR Hawes, "and this good fortune does not lessen the courageous performance of the crew."

For their action during the latter part of December, *Pigeon* was com-

mended as follows for its second PUC:

"For displaying excellent fighting ability when the personnel of the *uss Pigeon* on two occasions, during the month of December 1941, shot down several attacking enemy Japanese aircraft; this despite the fact that the primary mission of the ship was the rescue and salvage of submarines."

Pigeon's skipper concurred most emphatically.

"The courage, spirit and efficiency of the *Pigeon's* crew is believed unsurpassed by past, present, or any future crew of any vessel of any nation," he commented. "I don't believe that any crew will ever face more terrifying conditions than did the crew of *Pigeon*. During the entire operation, not a single man flinched or hesitated in carrying out his duties."

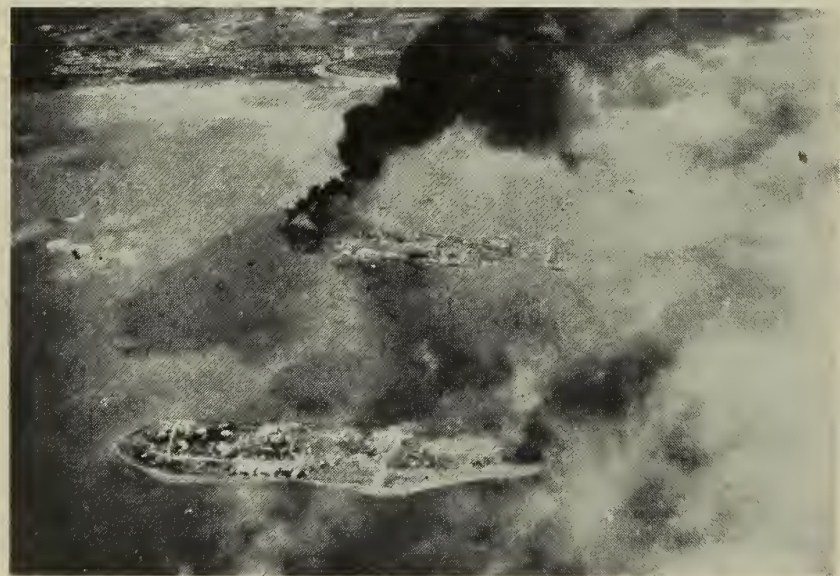
Hawes' high opinion of his crew is illustrated by the fact that he recommended every enlisted man for immediate advancement in grade.

He also recommended that these crew members be awarded a Silver Star Medal: Martin Binder, Machinist; Ralph W. Cook, Gunner; Lindell H. McCain, RM2/c; Paul R. Pogreba, BM1/c; Rollin Reed, Machinist; Floyd M. Symons, BM1/c; Wayne E. Taylor, WT2/c; and Samuel H. Wood, SF1/c.

The Secretary of the Navy and the Board of Decorations and Medals agreed with LCDR Hawes' recommendations. Naval Reservist Ensign George R. Mitchell received the Navy Cross and Boatswain's Mate Symons later was promoted to ensign and received a second Silver Star Medal for his gallantry in action during the early months of 1942.

Pigeon's luck could not, of course, last forever. Five months later, on 3 May 1942, an enemy dive bomber, after trying for 10 hours to sink *Pigeon*, finally dropped a bomb on her starboard quarter, causing the weary, battered and overworked drudge of the navy yards to sink in 16 minutes. Most of the crew escaped to another ship only to be captured two days later by overwhelming numbers of Japanese.

Next time when you stand at the rail of a proud battleship or cruiser and gaze down at the smaller service vessels and auxiliaries scurrying out of your way, think of *Pigeon*. If there is a Valhalla for brave combat craft, *Pigeon* will be there.



SMOKE RISES FROM CAVITE AGAIN—late in 1944—as U. S. planes drop tons of high explosives on the former American naval base in the Philippines.



INTER-SERVICE FINALS—Navy's Lou Townes, AD1, reaches down to tag Army's Jim Landis, sliding safely to third.

Norfolk Swings Its Way Into Service Finals

AN UNDERDOG NAVY team swept through to win the runner-up spot in the 1954 Inter-Service Baseball Tournament held this year at the Army's Camp Carson, Colorado Springs, Colo.

The powerful Army squad from Fort Ord, Calif., won the championship in this year's tourney, which incidentally ends baseball competition presently held on the Inter-Service level.

In the championship game, the dopesters weren't giving the Navy champs, NAS Norfolk, any chance at all against Army. But All-Navy champs are not the type to roll over and play dead.

Dick Irvine opened on the mound for Navy and after a scoreless first inning, he was staked to a one-run lead when John Jaeiuk (pronounced "ya-cheek") smashed a homer over the right field fence 355 feet away.

The Army threatened in the third. Pitcher Bud Watkins singled but was out trying to stretch it to a double. Jim Landis, Army centerfielder, who was later selected as the outstanding player in the tourney, followed with a triple to deep right center but he was stranded on third as Irvine made

the next man ground out and then struck out J. W. Porter, the Army's ace.

But in the bottom of the fourth, the Army succeeded in knotting the score when Manny LaCosta walked and came around on a long double by Jack Steinagel. Again, Navy's Irvine got tough and ended the inning without further damage.

The hustling Navy nine came back in the fifth to take the lead again with what appeared to be two big runs. Bob Stefanich, Navy shortstop, walked and catcher Bob "Bojo" Graham singled him to third. Pitcher Dick Irvine then boosted his own stock as he slapped out a two-run double to put the sailors ahead 3-1.

This lead lasted until the bottom of the sixth when singles by LaCosta and Steinagel, followed by a double by Bill Hansen, again brought Army from behind to tie the score.

In the seventh, Army moved in front to stay when their batters exploded for two runs on a double by pitcher Bud Watkins (Navy couldn't get this guy out)—he had a 3 for 3 night followed by a 390-foot home run by Bob Landis.

The Army pitcher protected his

lead with a vengeance, retiring 14 out of the last 15 men he faced. Only Frank Montgomery, Navy's right fielder, reached base after Navy had scored its final two runs. With two out in the top of the ninth, Montgomery sent a sizzling grass cutter that went between the first baseman's legs for an error.

It didn't make much difference, however, because the next Navy batter flied out to end the closely fought ball game, making Army the winner and 1954 Inter-Service Baseball Champion. Final Score: 5-3.

Army and Navy reached the pinnacle of service baseball by defeating the Marines and Air Force, respectively, in preliminary games. In the first game of the tourney, Navy edged the Air Force nine 3-2 in 10 innings and Army manhandled the Marines 7-1.

Navy was limited to only five hits by Air Force Pitcher Joe Gaskins, but the Bluejackets made full use of their base knocks to edge the Warren Air Force Base team in the extra inning game. Bill Dufour, Navy chueker, was tagged for 11 hits but managed to space them well enough to keep out of serious trouble. How-



ALL-NAVY TEAM beat Warren Air Force Base 3-2 to win opening game of Inter-Service tourney. Army beat MCRD San Diego Marines 7-1 in preliminary.

ever, in each of the first three innings, the Air Force lead-off batter reached first safely. Dufour retired the next three batters in each inning. The Air Force team finally broke the scoring ice in the top of the fourth with one run on three consecutive hits.

Navy went the Airmen one better in their half as they scored one run without the aid of a base hit. Two consecutive errors by the Air Force shortstop put Lou Townes on second and Tony Klinicki on first. John Jaciuk then forced Klinicki at second as Townes moved to third. From this situation Navy engineered a delayed steal with Lou Townes scoring the tying run.

In the seventh, the Airmen went ahead when third baseman Bill Johnson singled to score Del Roark from second. But Navy again came from behind as centerfielder Bobby Hoeft and Bill Dufour combined to even the score. Dufour walked and was chased home on a triple by Hoeft. The score remained knotted until the

10th, with Dufour retiring 11 out of the last 12 Air Force batters he faced.

Then in the home half of the 10th, the Dufour-Hoeft combo secured the victory for the Norfolk "Flyers." Dufour led off with a safety and was moved to second on the sacrifice by Chico Palamara. Hoeft then pumped a single through the box to knock in the winning run.

In the other preliminary game, Army downed the Marines from MCRD San Diego. Army pitcher Jim Russell tossed a neat five-hitter at the Marines while his mates were rapping nine safeties off the offerings of Marine pitchers Floyd Brower and Paul Schulte.

The Marine chuckers weren't helped any by four errors. Army, however, removed all doubt as to the eventual outcome at the start as the soldiers tallied a single run and added two more in the third on the combination of a walk, triple and single.

The Leathernecks scored their only

run in the seventh. At that point, Army had a 6-0 lead, having scored three more runs in the fifth. Bob Landis added Army's final marker.

In the consolation game the Air Force bombed the Marines 9-4. The Airmen utilized three base hits, two walks, a sacrifice and two errors to tally six big runs in the initial inning and put the game in their back pocket.

ALL-NAVY

NAS Norfolk climaxed a season-long uphill struggle by defeating the team from the Submarine Force, U. S. Pacific Fleet, three games to one in the All-Navy championship held at NOB Norfolk, Va.

The "Flyers" from the Norfolk air station opened the "World Series of Navy Baseball" with a 6-3 victory over the "Raiders" from Pearl Harbor. The "Flyers" converted eight hits and five SubPac errors into their winning runs.

SubPac opened the game with two runs in the first inning only to have Norfolk come back in its half with four runs. NAS added its final two runs in the sixth on a homer by catcher Bobby Graham with a man on base.

Sam Taylor, slugging SubPac backstop, tallied the final run for the submariners with a tremendous 400-foot homer over the centerfield fence.

SubPac outfielder Tom Incaviglia took personal charge of the "Raiders" offense in the second game as he pounded a pair of three-run homers and a run-scoring double as the submariners evened the series with a 10-4 victory.

The "Raiders" scored one run in the second, two in the third, four in the fifth and three in the seventh. Ken Wade and Ken Morgan combined to scatter 11 Norfolk hits.

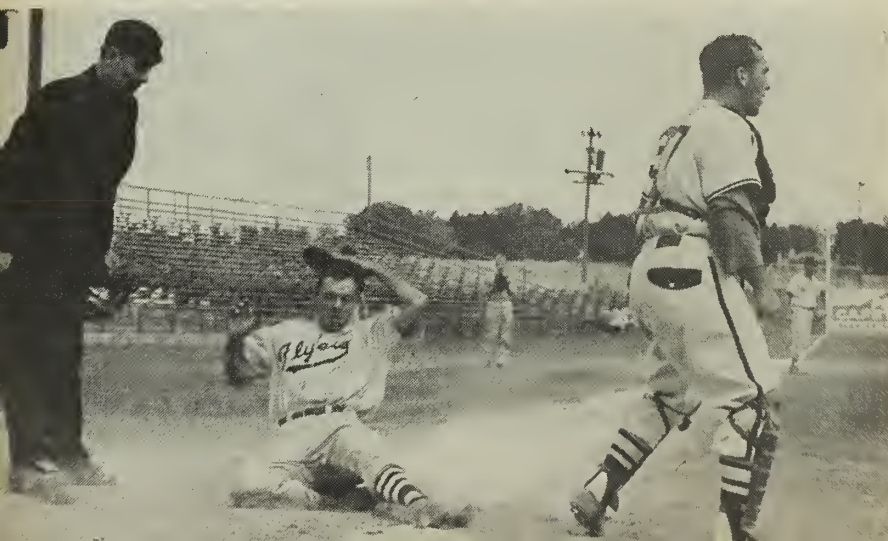
Norfolk won the third game with six runs on 13 hits and three SubPac errors.

Speedballer Dick Irvine scattered seven SubPac hits to gain the victory over Frank Hallman.

The "Flyers" tallied three runs in the first inning and their lead was never in danger. John Jaciuk hit a solo homer in the first but batting honors for the game went to Montgomery of Norfolk, who had three hits in four trips.

In the fourth and final game, the pennant-hungry "Flyers" came from behind to nip the "Raiders" with three runs in the ninth after trailing 4-2. Bobby Hoeft, who was to come

TYING RUN—NAS Norfolk's Lou Townes slides home in fourth inning of opening game to knot score 1-1. Warren's Bill Randall is waiting for the throw.



through in the clutch again in the Inter-Service tourney, rapped out the key hit in the last-ditch rally.

SubPac had scored one in the first, two in the third and one in the seventh while Raider pitcher Charley Jones had held the "Flyers" to single runs in the second and seventh innings.

But the roof caved in on the Pearl Harbor sailors in the ninth. With the bases loaded on a single and two walks, Chico Palamara singled to bring the score to 4-3. Bob Hoeft then came through with his clutch single to send across two runs and give Norfolk the victory, 5-4, and the 1954 All-Navy title.

So ended the struggle by the two teams who had battled through the long and tough All-Navy eliminations. This year was SubPac's third trip to the All-Navy series and second setback, the "Raiders" having met with success only in the 1949 All-Navy baseball tourney against Quantico.

Here's how the teams fared in the various District and Fleet, quarter and semi-final All-Navy eliminations:

Novol District	Chompions
1st N.D.	NAS Quonset Point, R. I.
3rd N.D.	Cope Moyer, N. J., Coast Guard
5th N.D.	NAS Norfolk, Va.
6th N.D.	NABT Pensacola, Fla.
8th N.D.	NATTC Norman, Okla.
9th N.D.	NTC Greok Lakes, Ill.
11th N.D.	NAS San Diego, Calif.
12th N.D.	NAS Alameda, Calif.
13th N.D.	NAS Whidbey Island, Wash.
14th ND.	SubPac, Pearl Harbor, T. H.
17th N.D.	Novol Station, Kodiak, Alaska
SPNC-PRNC	RecSta, Washington, D. C.

Sectional Chomps

Eastern Novol Districts Champion — NAS Norfolk.
Western Novol Districts Champion — NAS Alameda.
Pacific Fleet Champion — Submarine Force, Pacific.
Atlantic Fleet Champion—Amphibious Force, Atlantic.
Western Navy Champion—SubPac.
Eastern Navy Champion—NAS Norfolk.

With the close of this year's eliminations, the All-Navy baseball set-up and Navy sports program in general undergoes a revision. Beginning next year, there will be two "All-Navy champions" in baseball—an "All-Navy Eastern champion" and an "All-Navy Western champion." The two will not meet. Under this revised set-up, more teams are expected to compete.

—Rudy C. Garcia, JO1, USN

SIDELINE STRATEGY

HOW CAN ONE tell about baseball? Look at what happened to Mike Gareia and the Cleveland Indians. Well, baseball in the Navy is just as unpredictable. Fans in the 11th Naval District are still wondering how an underdog NAS Alameda team came through to win the Western Naval District title over powerful NAS San Diego. This is not to take anything away from the Alameda squad, but rather to show that in baseball you never can tell.

Another similar case occurred in Eastern Navy Baseball. NAS Norfolk lost out in the pennant race to ComPhibLant for the Norfolk Navy Major Baseball League, yet the "Flyers" went on to win the 5th N.D. crown, the Eastern Naval District crown and downed those same PhibLant "Gators" for the Eastern Navy title.

All this serves as proof that a predicting sportswriter can never do right: If he predicts them correctly, well, that's his job. If he predicts them wrong, he's a goof and shouldn't be in the business. What down is it?

★ ★ ★

"We just wanted to win" was the way Chico Palamara and John Jaciuk, NAS Norfolk co-captains described their team's pressure playing in the All-Navy. "SubPac had an excellent ball club, but we got some good pitching and the Raider errors didn't help them any," they added.

The "Flyers" played the All-Navy series without the services of Lou Townes, their heavy hitting third baseman. Townes, who holds the Navy record of 31 home runs for a season, was stricken with a virus attack, causing him to miss three of the four games.

★ ★ ★

Diek Irvine, the loser in the Inter-Service championship game, was the first 20-game winner in the history of NAS Norfolk.

The fast-balling right-hander amassed a 20-6 over-all record, which is no mean feat considering the short season played by most Navy teams.

★ ★ ★

Bobby Hoeft, Navy's clutch hitting centerfielder, missed by a hair being selected as the tourney's "Outstanding Player," the award going to the Army's centerfielder, Bob Landis.

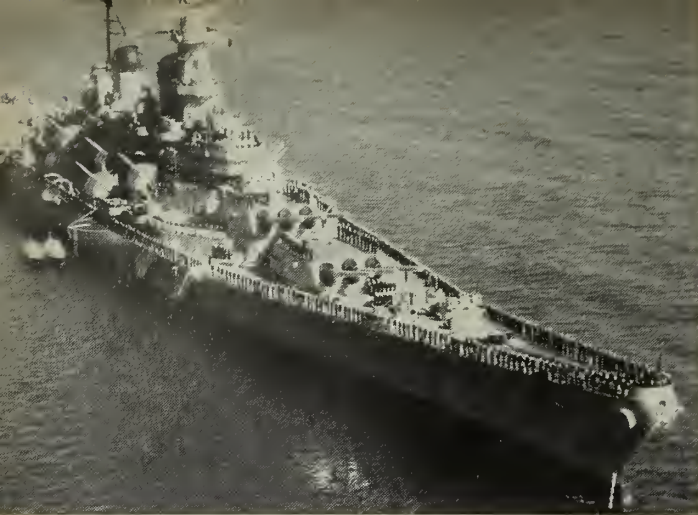
Hoeft, however, was unanimously voted to the Inter-Service All-Star team selected by members of the press and radio covering the series. Other Navymen selected to the team were first baseman John Jaciuk and pitcher Bill Dufour.

★ ★ ★

Although this tournament featured the best teams from the Army, Navy, Air Force and Marines, there was a scarcity of outstanding fielding plays. In fact, only three double-plays were executed throughout the four game series, one each by the Navy, Air Force and Army.

—R. C. G.





'Mo' Joins Reserve Fleet—

So Long, But Not Goodbye

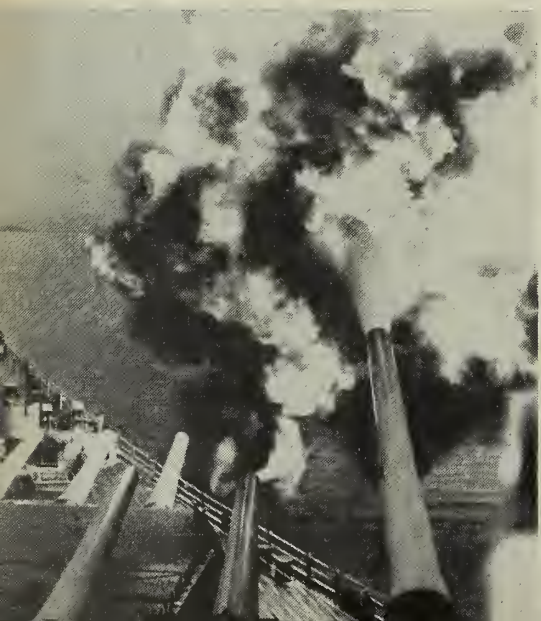
THE ONLY U. S. capital ship that has been in continuous active service for the last 10 years (without having been decommissioned) is going into reserve.

The 58,000-ton battleship *uss Missouri* (BB 63) is joining the Navy's "Mothball Fleet." After steaming more than half a million miles in a decade she is scheduled to be decommissioned at Bremerton, Wash., and placed in protective storage on the West Coast about the beginning of the year, having made the long swing from the Atlantic around through the Panama Canal.

The big ship's three sister ships will continue in the active fleet. The three, *uss Iowa* (BB 61), *uss New Jersey* (BB 62) and *uss Wisconsin* (BB 64), are all in the Atlantic Fleet.

From the time she was placed in commission on 11 Jun 1944 until the end of World War II, *Missouri* operated as a major unit of various task groups, each a part of the famous Fast Carrier Task Forces 58 or 38. During this period she participated in actions supporting the seizures of Iwo Jima and Okinawa; carrier air strikes against Tokyo,

UPPER LEFT: CREW MEMBERS of *USS Missouri* (BB 63) man the rail. **Upper right:** 'Mighty Mo' inches her way through Gatun Locks, Panama Canal. **Left center:** Japanese 'kamikaze' plane swoops low to crash into *Missouri's* side during World War II. The aircraft caused little damage, no casualties. **Below right:** FADM Chester W. Nimitz, USN, signs Japanese surrender document on *Missouri's* deck. **Below left:** *Missouri's* big guns blast away at Wonsan Harbor.



Okinawa, Kyushu and the Inland Sea area, as well as bombardments of Okinawa, Hokkaido and Honshu.

At the end of World War II, the big battlegwagon became the representative of brave men and great ships when she was chosen as the scene of the signing of the surrender document on 2 Sep 1945 in Tokyo Bay.

During her peacetime years *Missouri* was occupied with training cruises and several goodwill missions to Europe and South America.

Then when the Korean war broke out, the "Big Mo" was once more called to the battle front. She steamed more than 80,000 miles during her Korean service, bombarding the enemy with almost 8000 tons of ammunition.

After the shooting ended *Missouri* resumed her peacetime training duties and special missions, standing ready for any emergency.

Like her sister ships, *Missouri* is a "floating city" offering many services comparable to those of a full-grown community. In height, the battlegwagon is the equivalent of an 18-story building with seven stories underwater. In addition, she has:

- Four engine rooms, each with a 53,000 horsepower engine. They can drive the ship forward at 32 knots.
- 250 miles of cable and generators that could handle the industrial and domestic load of a city of about 20,000 population.
- 2000 telephones (mostly sound powered battle telephones).
- A bakery that turns out some 400 pounds of bread, plus 1200 pies a day; a creamery that makes 1000 quarts of ice cream a day.
- A daily newspaper (mimeographed) which gives the latest stateside and world news.
- A post office which sells almost \$35,000 worth of stamps and money orders each month.
- Almost 100 coffee messes where a sailor can get a cup of "Joe."
- An education office which handles more than 200 correspondence courses monthly.

The thousands of Navymen who have been "citizens" of the "floating city" are proud of the experience and will miss their former home.

Meanwhile, *Missouri* herself, although buttoned up tight in the mothball fleet, still stands ready to unlimber her guns and get going again should the occasion arise.

—Ted Sammon



WISCONSIN IN 1903—Front row (l-to-r): CAPT H. C. Davis, USMC; Medical Inspector E. H. Green; CAPT Uriel Sebree, USN, CO; LCDR H. T. Mayo, Exec; and LCDR A. W. Dodd, Engineer. Back row (l-to-r): Paymaster J. W. Morse, Supply; LT H. A. Wiley, Gunnery; and LCDR G. W. McElroy, Engineer.

The Name's the Same, But Do You Recognize the Uniform?

One day in the morning mail came these two carbon-copy pictures.

It seems a crew member of the battleship *uss Wisconsin* (BB 64) had come upon the old photo (above) in a dusty corner, a photo showing a group of officers posed formidably on the deck of the old battlegwagon *Wisconsin* (BB 9) back in 1903.

Suitably impressed by the old picture, the current *Wisconsin* officers holding down the same billets posed in an exact replica of the old-time shot. (See below.)

An interesting sidelight to the whole story occurred after the photos reached the ALL HANDS office. As it usually does, the maga-

zine set out to confirm the identities of all concerned. Not having any ready reference on the complements of battleships of 50 years ago, the staff enlisted the aid of the Naval History Division, the Naval Historical Foundation and several ranking officers rich in naval experience.

Hence, ALL HANDS is indebted to Fleet Admiral William D. Leahy, USN, Rear Admiral Julius A. Furer, USN (Ret.), Rear Admiral John B. Heffernan, USN (Ret.), Commodore Dudley W. Knox, USN (Ret.) and Captain J. W. McElroy, USNR, for their help. The group provided the most authoritative research help on a picture caption that we have had in a long time.



WISCONSIN IN 1954 — Front: MAJ W. H. Draper, USMC; CDR A. G. Gibbs, MC; CAPT M. F. D. Flaherty, USN, CO; CDR J. W. Thompson, Exec; LCDR S. E. W. Spann, Jr., Navigator. Back: CDR T. H. K. Russell, SC, Supply; CDR D. R. Marzetta, Gunnery; and CDR H. S. Ryder, Chief Engineer.

LETTERS TO THE EDITOR

Factors Determining Shore Duty

SIR: I just finished reading the July 1954 issue of ALL HANDS and was highly interested (as probably were all other sailors) in the article on the Shore Duty Eligibility List.

In my estimation, however, the publishing of the dates of continuous sea duty are a poor advertisement for the Navy. For example, I notice that there's an RMC listed with sea duty back to October 1936. That man's request should never have stayed at BuPers that long. With that many years sea duty, he should have had his choice right away.

Congress recently passed the new shipping-over bonus law. If they'd come out with a bill stating "two years at sea and two years ashore" and stick to it, there would be a lot more reenlistments.—J. N. R., RM1, USN.

• The table of sea duty dates to which you refer was compiled as of 1 May 1954. It included all personnel who were on the Shore Duty Eligibility List as of that date. Many of the dates

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

indicated on the table were for personnel who had only recently submitted shore duty requests, including the RMC to whom you refer. Since publication of the table more than 3000 men have been transferred to shore duty. Included in these was the RMC. His name remained on the BuPers SDEL for less than two months.

It is agreed that your proposal of "two years at sea and two years ashore" would be desirable from the personal view points of a large number of men and might increase the reenlistment rate. However, there are other factors that must be considered.

The U. S. Navy's sole reason for existence is to protect the U. S. and her possessions from enemy attack and to support the national policy. To accomplish this mission it is mandatory that the Operating Forces be maintained in a state of instant readiness for any eventuality. To assist in maintaining such a state of readiness, the Navy has the Shore Establishment, the sole purpose of which is to support the fleet.

The Shore Establishment being the lesser part of the whole Naval Establishment, naturally there are fewer billets ashore than there are afloat. As a result the tours at sea must be for longer periods than those ashore. In addition, there are proportionally a greater number of billets at sea for some rates than others. So the end result is that assignments ashore must tie in with the needs of the service.

Consistent with the above, the Shore Duty Eligibility List is provided to make assignment to shore duty as fair and impartial as possible within each rating group.—Ed.

Fleet Shore Duty and BuPers SDEL

SIR: I would like a little clarification on the acceptance of Bureau shore duty orders while serving on Fleet shore duty.

Currently, I am on sea duty and have been placed on the BuPers SDEL. However, without requesting it I have been ordered to duty with Fleet Aircraft Service Squadron Eight, Alameda,

Calif. Under the provisions of ComAir-Pac Instruction 1300.3B of 18 Sep 1953, FASRon Eight is considered Fleet Administrative Shore Duty.

If I receive orders from the Bureau while I am at FASRon Eight, can I accept the Bureau shore duty?—J. G. F., AD1, USN.

• Negative. You cannot accept Bureau shore duty while you are on duty prior to completion of 12 months Fleet-administered shore duty. However, should you be reassigned to sea duty ashore you will again be eligible for a normal tour of BuPers shore duty.—Ed.

Retired in Spot Promotion Rank

SIR: I wonder if you could cast some light on a question: Will a CPO who served satisfactorily in a spot promotion to commissioned warrant officer on 30 Jun 1946, and who subsequently reverts to CPO prior to transfer to the Fleet Reserve, be entitled to receive the retired pay of a commissioned warrant officer upon transfer to the Retired List?—C. J. R., YNC, USN.

• The answer to your query, as stated, is "yes." Upon being placed on the Retired List, you would be advanced to the highest rank satisfactorily held (the fact that it might have been a spot promotion has no bearing), as determined by the Secretary of the Navy, prior to 30 Jun 1946. You would receive the retired pay of the rank to which you were advanced.—Ed.

Overseas Duty for Waves

SIR: In January 1953 I submitted a request for transfer outside the continental limits of the U. S. A month later, I received a card from BuPers stating that my request was being processed. In August 1953 I submitted another request, this time for duty with a transport squadron and a month later, I received notice that my name had been placed on the waiting list.

So far, no action has been taken on either request. How does BuPers handle requests from Waves for this duty?—A. W., SN (W), USN.

• BuPers assigns enlisted women to flight orderly and overseas duty from eligibility lists maintained for such duties. Inasmuch as the majority of these billets are considered preferred and/or of an independent nature, the service records of personnel are carefully screened. Those found best qualified and who have the longest tour within the administrative command are picked.—Ed.

Sailing the Seven Seas

SIR: I'm interested in the origin of the saying, "I've sailed the Seven Seas." Can you tell me how the expression came about and what seas or oceans are referred to?—P. R. K., SN, USN.

• The adventurous expression "to sail the Seven Seas" is usually considered as referring to the greater per cent of the world's ocean area, rather than to any particular seven bodies of water.

Many sailors have thought of the seven Seas as being the following water areas: North and South Atlantic, North and South Pacific, Arctic and Antarctic and the Indian Oceans. This would seem to be factually incorrect, however, since scientists have ascertained that Antarctica actually is a land-mass continent and the sea surrounding it is not a separate body of water but merely the combined southern reaches of the Atlantic, Pacific and Indian Oceans. Moreover, mapmakers have now dropped the "Antarctic Ocean" from their charts.

Exact origin of the term "Seven Seas" is unknown, but it appears in the literatures of such ancient peoples as the Hindus, Chinese, Persians and Romans — each of them listing different (and in some cases mythical) bodies of water.—Ed.

Standing in SDEL

SIR: In reading your May Shore Duty Eligibility List (ALL HANDS, July 1954) I found that the top ComTwelve TE2 is listed with sea duty commencing in June 1948.

My sea duty began in May 1947, and I requested BuPers shore duty in February 1954. Later I received notification that I was placed on the SDEL in March.

At the present time I am serving on Guam—not by choice—and have been recommended to finish my normal tour of duty here. Could this have anything to do with my not being top man on ComTwelve's SDEL?—A. M. Q., TE2, USN.

• It certainly could, but you have nothing to worry about. For record purposes, your name was taken off the SDEL until you completed the minimum tour on Guam (as described in BuPers Inst. 1300.15). However, as soon as that period is up, your card goes right back on the list in its proper place.—Ed.

Laboratory Named for Navyman

SIR: Readers of ALL HANDS here at the U. S. Naval Ordnance Test Station, Inyokern, China Lake, Calif., were very much interested in your feature item "Way Back When," page 45, July 1954 issue, which used the Navy scientist, Professor Albert A. Michelson as its text.

Michelson Laboratory, the \$8,000,000 research installation which was dedicated here on 8 May 1948, honors the Professor's memory. Besides housing what is probably the most complete collection of his writings and scientific equipment, it has a floor space of ten acres across in its two-story, earthquake-proof building.

Laboratories, machine shops, many specialized service areas, conference halls and numerous other installations are housed in the building's many main sections and wings.

Some of the lesser-known products of Professor Michelson's labors are musical scores and paintings, some of which are also on display in the museum section of the laboratory.—Winsor Josselyn.

• Thanks for the additional details on Navy scientist Michelson and the Navy laboratory that was named for him. The laboratory is a fitting tribute to the man who did pioneer research in the field of physics and who is credited with providing some of the facts that were used in developing the theory of relativity.—Ed.

Advancement in USNR

SIR: I am due to be discharged on 1 Nov 1954 and intend to enlist in the U. S. Naval Reserve immediately in an inactive status. If I take the examina-



SAILORS on board tanker rig wind-sails. They're used to clear shipboard tanks of dangerous gasoline fumes.

tion for first class in August and successfully pass the exam, is it possible to be advanced in the Reserve?—J.D.K., PN2, USN.

• Yes it is possible, provided you enlist in the Naval Reserve within 90 days of your discharge date from the Regular Navy. BuPers Inst. 1430.9 gives complete information on this subject.—Ed.

Broken Service Slows Advancement

SIR: I re-enlisted in the Navy under broken service in June 1954 after spending eight months on the outside. Prior to this I had served eight years on active duty. I was discharged as an AG1 and re-enlisted as an AG2. When will I be eligible for advancement to AG1?—A. D. M., AG2, USN.

• Since BuPers Manual states that you need one year in pay grade, and the service must be performed under continuous service conditions, you won't be eligible to compete for promotion until the August 1955 examinations. However, although your broken service cannot be counted for time in rate for eligibility purposes, it can be included in computing your final multiple.—En.

Enlisting in Another Service

SIR: If, when my time is up, I go into one of the other armed forces, will I lose any of my shipping-over rights, such as shipping over pay, mustering out pay or time in rate?—J. R., TN, USN.

• You do lose some of it. When you join another service you are not "re-enlisting" but rather "enlisting" for the first time and therefore are not entitled to any re-enlistment bonus.

You would receive your mustering-out pay plus any other pay and allowances normally due upon discharge, however. In addition, your Navy service will count for longevity purposes in any other branch of the service.—En.

These Ducks Gave Hunters the Bird, Earned an NUC

SIR: With reference to the article, "A Naval Coat of Arms for Your Ship" which appeared in the May 1954 issue of your magazine, the coat of arms of *uss Lyman K. Swenson* (DD 729) is included, and the text makes reference to it as that of "a destroyer caught under enemy gunfire, featuring a crest with the drawing of a sitting duck." To former crew members of some six destroyers, this caption may appear to fall short of the full story.

The expression "sitting duck" was affixed to the whole of Task Element 90.62. For the action that earned them this nickname the unit got a Navy Unit Commendation. It happened on a hot Wednesday afternoon in September 1950. — R.A.S., CDR, USN.

• When we printed the story on ship and squadron insignia we chose typical insignia representative of various types of ships and units. Swenson's insignie commemorated its role in the Korean conflict as a "sitting duck," especially in the action on that hot Wednesday afternoon when the Task Element earned an NUC. (For news of another "duck" see page 16).

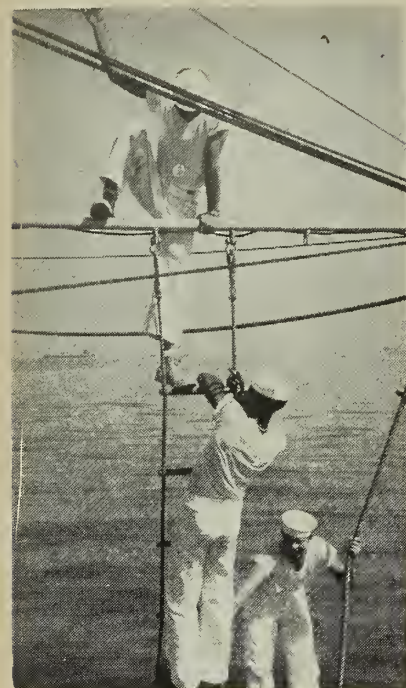
We certainly intended to take no

credit away from the other ships in the action, *uss Mansfield* (DD 728), *uss De Haven* (DD 727), *uss Collett* (DD 730), *uss Gurke* (DD 783) and *uss Henderson* (DD 785). They were in there scrapping too.

For any reader who may have missed the story of the "Sitting Ducks of Inchon," the action came about during the big Korean amphibious invasion in early September 1950. The six tin cans were ordered into the spacious harbor to draw fire from enemy shore batteries that were known to be on Wolmi-do. This they did, anchoring less than a mile off the enemy beach.

After the destroyers had fired a few rounds of five-inchers into the Communist gun positions, the enemy opened up in return. Collett was hit five times, Gurke three and De Haven suffered slight damage. A near-miss on Swenson killed one, Lieutenant (junior grade) David H. Swenson, and wounded another.

But by their fearless action, these destroyers enabled the heavy ships farther out to locate the shore batteries and blast them into oblivion, thus paving the way for the successful invasion.—Ed.



OUT ON A BOOM—Bowhook engineer, coxswain, boat crewmen of USS Agawam (AOG 6), swing into action.

Transfer to FT and ET Ratings

SIR: Is there a possibility that, at a later date, the program of training and transfer to FT and ET ratings will be opened to Naval Reservists in the TAR program?—E.L.K., GMC, USNR.

• At the present time, waivers are not being granted to allow Naval Reserve personnel to participate in the conversion program. It is conceivable that at some future date this waiver might be granted. However, there is no definite assurance that this will be done, so don't count on it, chief.—ED.

Where's My Medal?

SIR: I am leaving the Navy shortly and as yet haven't received my Good Conduct Medal for service ending 8 Oct 1953. Can you tell me if I rate the medal and if so why I haven't received it as yet?—H. H. D., SK3, USN.

• Records at BuPers confirm your eligibility for the GCM. However, the supply of GCMs has been exhausted at this time but they will be replenished in the near future. Accordingly, it is suggested that you submit a request for the medal to the Chief of Naval Personnel, about January 1955.—ED.

Cleaning Those Silver Insignia

SIR: Is there any effective method for cleaning tarnished rating badges of the silver thread variety found on Chief Petty Officers' uniforms? — C. R. L., PHC, USN.

• Article 1704 of "Uniform Regulations" states that embroidered insignia may be kept new and bright by scrubbing them occasionally with a nail brush and ammonia which has been diluted with water.

However, this should be done as soon as there are any signs of tarnishing or corrosion. If corrosion has been allowed to continue until it has gained a stronghold, the device cannot be restored to its original condition.

Also, a new liquid "instant" silver cleaner is now available commercially and has been used with good results. A study of the over-all problem of tarnishing of metal insignia, particularly silver, is now underway, and several promising solutions are under consideration. For example, a trial wear test is being made of a newly-developed "silver" thread which is about 20 times as tarnish-resistant as the present thread. The new thread is made of anodized aluminum.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS LST 221 — All personnel who served on this ship during World War II and who are interested in holding a reunion at some future date in a mutually agreeable location, write to J. T. Daniel, Jr., 1911 South Shepherd Drive, Houston 19, Texas.

• USS Saratoga (CV 3).—The third annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., 27 Nov 1954. For detailed information contact Harold Koch, 3210 Clark Ave., Long Beach 8, Calif.

Drill Team Takes Another Trophy

SIR: I thought you might be interested to know that Treasure Island's U. S. Naval Schools Command Drill Team mentioned in your July issue of ALL HANDS (Naval Drill Team Takes the Trophies, p. 12) has walked off with another trophy.

In the state championship held at Concord, Calif., the drill team took the coveted State Drill Team Championship with a score of 97 points. It was the fourth successive year that they have won the championship title.—J.P. Sorensen, LT, USN.

• Thanks for the news about the drill team of the Electronics School at Treasure Island. We are always glad to hear about the Navy's champions and that drill team out in San Francisco Bay is a unit to be proud of.—ED.

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Credit for the ARGs

SIR: I ran across a back copy of ALL HANDS (July 1954) and read the article on page 36 about the salvage of ss *San Mateo Victory*, grounded at Cheju-do, Korea. No mention was made, however, about uss *Hooper Island* (ARG 17), which was also in on the operation. In fact, it is my belief, that the photographs shown with the article, were taken by the photographer's note of *Hooper Island*. Most of the task of removing the rocks and earth mentioned in the article, fell to the working parties that were sent from this ship each day. *Hooper Island* was anchored at Cheju-do over two weeks.

I was also a member of the crew of uss *Kermit Roosevelt* (ARG 16), which played a big part in the salvage of ss *Cornhusker Mariner* that ran aground on White House Rocks at the entrance of Pusan Harbor, Korea in June of last year. *Kermit Roosevelt* was anchored in that harbor from about 2 July until 16 September supplying working parties 24 hours a day, working in hip-deep water and oil removing the cargo. The men not on the working parties were kept busy repairing pumps, welders, blowers and other machinery that had been submerged. The *Cornhusker* was cut in two and the stern half towed to Sasebo where it is now being cut up for scrap by the Japanese. It was not possible to pull the bow off the rocks.

How about a little credit for the ARGs?—F.D.S., MR3, usn.

• *The ARGs—internal combustion engine repair ships—deserve plenty of credit for the jobs they do. Herewith photos of the workhorses uss Hooper Island and uss Kermit Roosevelt.*—Ed.

Bors or Stors on Medal?

SIR: The *Navy and Marine Corps Awards Manual* (Part III, Section 1, Paragraph 6), states in part that clasps for Good Conduct Medals will no longer be issued nor authorized and that clasps previously received will be retained by the individuals to whom issued, but will not be worn on the suspension ribbons of the medal.

Six pages over, the following appears: "... a Good Conduct Bar shall be awarded Coast Guard personnel in lieu of a second or each subsequent Good Conduct Medal earned. . . . Bars shall be engraved at Government expense with the name of the unit at which earned. . . ."

I am very proud of my Good Conduct Medal and my subsequent four awards. Why should I be deprived of the privilege of wearing the clasps while men in the Coast Guard are accorded this right?—C.J.R., YNC, usn.

• *There's no cause for worry, chief, since Coast Guardsmen will also soon lose their clasps. BuPers has been informed that the Coast Guard will adopt the Navy policy when its present stock*



USS HOOPER ISLAND (ARG 17)—on internal combustion engine repair ship—helped in the salvage of SS *San Mateo Victory* aground at Cheju-do, Korea.

of Good Conduct clasps is depleted.

As you probably know, 3/16" bronze stars will be used in the future to indicate subsequent awards of the Good Conduct Medal for both Navy and Coast Guardsmen.—Ed.

Requirements for Instructor Duty

SIR: According to the July 1954 issue of ALL HANDS, continuous sea duty requirements for Instructor Duty are the same as for BuPers shore duty.

However, several people told me that requests for Instructor Duty may be submitted upon completion of one year of continuous sea duty and, if the need for instructors warrants it, I might be called for such duty even though I do not have the sea duty required for BuPers shore duty.

I am a qualified instructor and have been on instructor duty before.—W. H. S., EMC, usn.

• *Paragraph 5 of BuPers Inst. 1306.22A states that enlisted personnel must meet ALL requirements for shore duty in order to be eligible to request assignment to Instructor Duty. Therefore, requests received from personnel who do not meet the sea duty requirement for their rate will not be approved.*—Ed.

Ship Washdowns

SIR: Can you tell me who the Navy gives credit for the sprinkling system used on board ships to carry away radiation particles?—R.W., AGC, usn.

• *In general, the concept of utilizing water to flush or clean a surface is common knowledge. As applied to ships, the Bureau of Ships utilized this principle in the design of a washdown system as protection against contamination as early as 1935. The washdown system in question was designed particularly*

for naval use and a patent application for this particular system in all its details has been filed by the inventor, Mr. James J. Kearns, an engineer in the Bureau of Ships.—Ed.

School for Armed Forces Police

SIR: I have heard that there is an Armed Forces Police School which leads to assignment to duty with the Armed Forces Police. However, after checking all available manuals, I cannot find any mention of such a school.

Would you please give me the requirements needed to apply for it and its location?—W.S.F., BM1, usn.

• *The Navy doesn't have a school for training Armed Forces Police as such, but BuPers has arranged with the Provost Marshal General, Department of the Army, for selected naval enlisted personnel to attend the Military Police Enlisted Advanced Course at the Provost Marshal General's School at Camp Gordon, Ga.*

This course is seven weeks in duration and convenes approximately every three months as outlined in BuPers Inst. 1540.15A dated 3 Aug. 1954.

Candidates are restricted to rated enlisted personnel on shore duty who are assigned to military police duties and whose assignment to such duties is contemplated for at least six months after completion of the course of instruction.

To be eligible, a Navyman must be at least 20 years old; be at least 5 feet 8 inches tall; have a minimum GCT score of 50; have 18 months obligated service; be physically strong, mentally alert and have an excellent military record.

Requests for applications to this school should be addressed to the Chief of Naval Personnel (Pers B-212b) via the appropriate chain of command.—Ed.

Story of a Day in the Life of Johnny Hutchins

SIR: The ninth anniversary of the end of World War II in September reminded me of a true sea story which your readers might find of interest. It is the story of a day in the life of *uss Johnnie Hutchins* (DE 360).

The day was 9 Aug 1945 during the last days of World War II; the place, a convoy lane running north from Leyte toward Okinawa. Despite the late stage of the war, the enemy had torpedoed and sunk the heavy cruiser *Indianapolis* (CA 35) on 29 July—and the Navy was plenty provoked. That's why *Johnnie Hutchins*, which had been patrolling the west coast of Luzon, received a rush call to join the hunter-killer group assigned to clean up the submarine infestation.

About mid-morning of the ninth, *Johnnie* and a sister ship, *uss Rolf* (DE 362), joined forces with several other DEs and an escort carrier. The *Johnnie* was assigned to the position of picket ship, about 10 miles ahead of the rest of the force.

At approximately 1130, shortly after *Johnnie* got on station, her general alarm sounded. Emerging from the pilot house to take a weather observation, the quartermaster of the watch had sighted what appeared to be a midget submarine, dead ahead and not more than 2000 yards away. Steaming to the attack at flank speed, *Johnnie* opened fire at 1500 yards.

The tiny sub was so low in the water that it was extremely hard to hit by gunfire; everyone was worried, however, that an attempt to ram the sub might mean blowing *Johnnie* to bits. On a split-second decision, the DE's commanding officer conned his ship to pass close aboard, and just as the tiny submarine was directly off

the port beam, the "K" guns were fired with charges set for shallow depth.

The explosion blew the entire hull of the sub from the water—at the same moment as the DE's after 5-in. 38 fired a salvo, drilling the submarine clean through. The gun crew had been forced to shift to local control in order to fire low enough, since the sub was only about 300 feet away. [The action report on *Johnnie Hutchins* does not mention the use of depth charges.—Ed.]

While this was going on, two other midget submarines had upped periscope and fired torpedoes across *Johnnie's* wake. One was spotted beyond the surfaced sub on the port bow, with the other off some distance to starboard. Some of the 40mm and 20mm guns not in position to fire at the surfaced sub potted the second periscope, hoping to mar the submarine's aim.

At the same time, *Johnnie's* sonar picked up the second sub, and an attack was launched with depth charges set on magnetic. Attacks were made until all indication of a live sub was erased. Explosions heard aboard the DE indicated a probable kill.

By now other DEs of the group were in the vicinity, so a search got underway for the third known submarine. Minutes went by. Then—extraordinarily enough—it was one of *Johnnie's* lookouts who sighted a thin

periscope breaking the surface several thousand yards away. Picking up the telltale metallic echo on her sonar, the keyed-up *Johnnie* went at it again. A prodigious underwater explosion spelled the presumed death of the third sub. [In the opinion of COM-CortDiv 70 and the CO of *Hutchins*, this may have been a reappearance of the second submarine, which had submerged after firing a torpedo at *Johnnie*; however, the citation for the NUC awarded *Hutchins* does list action against midget submarines on three separate occasions.—Ed.]

Search continued for a "mother" submarine of regulation size, but no trace of one was found. The results, then, of an hour and 36 minutes of action were one positive and (maybe two) highly probable kills, and the establishing of two records of a sort. One was for the number of subs encountered within a short period of time; the other was for fighting what was to be the last surface engagement of World War II.

Spunky little *Johnnie Hutchins* was awarded the Navy Commendation for the day's action.—S. R. Moore, Jr., LTJG, USNR.

• Although your account differs in some respects from the action reports and published accounts of *Johnnie's* meeting with the midgets, there is no doubt that the *Hutchins* had quite a time of it. Her Navy Commendation states: "Emerging unscathed from this hazardous operation *Johnnie Hutchins* had aided materially in clearing an important convoy lane of a serious underwater threat. Her extraordinary success in this mission reflects the highest credit upon her gallant officers and men and the United States Naval Service."

DE 360's story is in keeping with the fighting tradition of the Medal of Honor winner whose name the *Johnnie* bears—Seaman First Class *Johnnie D. Hutchins*, USNR, of Weimer, Tex.

Hutchins joined the Navy under the V-6 program on 17 Nov 1942, and was assigned to the *uss LST 473* after receiving "boot" training at USNTC, San Diego.

On 4 Sep 1943, *LST 473* headed into the Lae, New Guinea, harbor during assault operations. A torpedo was sighted heading for the *LST* just as a bomb struck, killing the steersman. Although mortally wounded himself, Seaman First Class *Hutchins* grasped the wheel and steered the craft clear of the torpedo before dying at his station.

The Medal of Honor was awarded posthumously in recognition of his extraordinary heroism and valor.—Ed.



Johnny Hutchins



USS JOHNNIE HUTCHINS (DE 360) won Navy Unit Commendation during World War II. The DE is named for World War II Medal of Honor winner.



ALL HANDS has received many inquiries regarding the proper word to be passed. Major sources of written material were examined, and a great many experts were consulted about proper phraseology. In the absence of an official listing, we present on the next two pages the consensus as to the proper word to be passed. Comment is invited from the Fleet. ALL HANDS would like to hear from anyone who has background history of the various "words" or who can add a note concerning the tradition of a "word." Your comments are also invited on any additions.—ED.

ALARMS, gongs, whistles, sirens, flashing lights, colored objects, flags in hoists, semaphore, radio, your ship's public address system and a boatswain's mate all have one thing in common. So also has your bulletin board, the Plan of the Day, departmental and division orders, ship's standing orders and ALL HANDS.

What they have in common is the job of "passing the word."

In most of the methods involving passing the word, a set and standard message is given. When a boat coxswain sees a red buoy while proceeding to Fleet Landing, he leaves it on

the starboard hand. When a visitor approaches your ship and sees the Third Substitute flying close up on the starboard yardarm, he knows the captain is absent.

Standard phraseology, as it concerns the ship itself when giving orders to wheel or engine room, is written into the law. It is well known that the term "all right" is not used in the pilothouse—otherwise the steersman might hear only the word "right" and move his wheel.

There's another reason for insistence upon standard phraseology. If only a portion is heard, very often the entire phrase is known. For instance, even a small part of "Now go to your stations all the special sea details," will be understood as a whole, and proper action will take place.

Many of the Navy's time-tested phrases can be understood over other sounds, and can even be recognized if garbled in transmission. It is fairly hard to disguise "boat ahoy" or "avast heaving."

If you're a real seaman, and have put in enough time at sea to qualify as being "salty," you'll look at non-standard phraseology as lubberly. You will have come to understand the value of the traditions behind the phrases, and the fact that many have been continued since the days of sail.



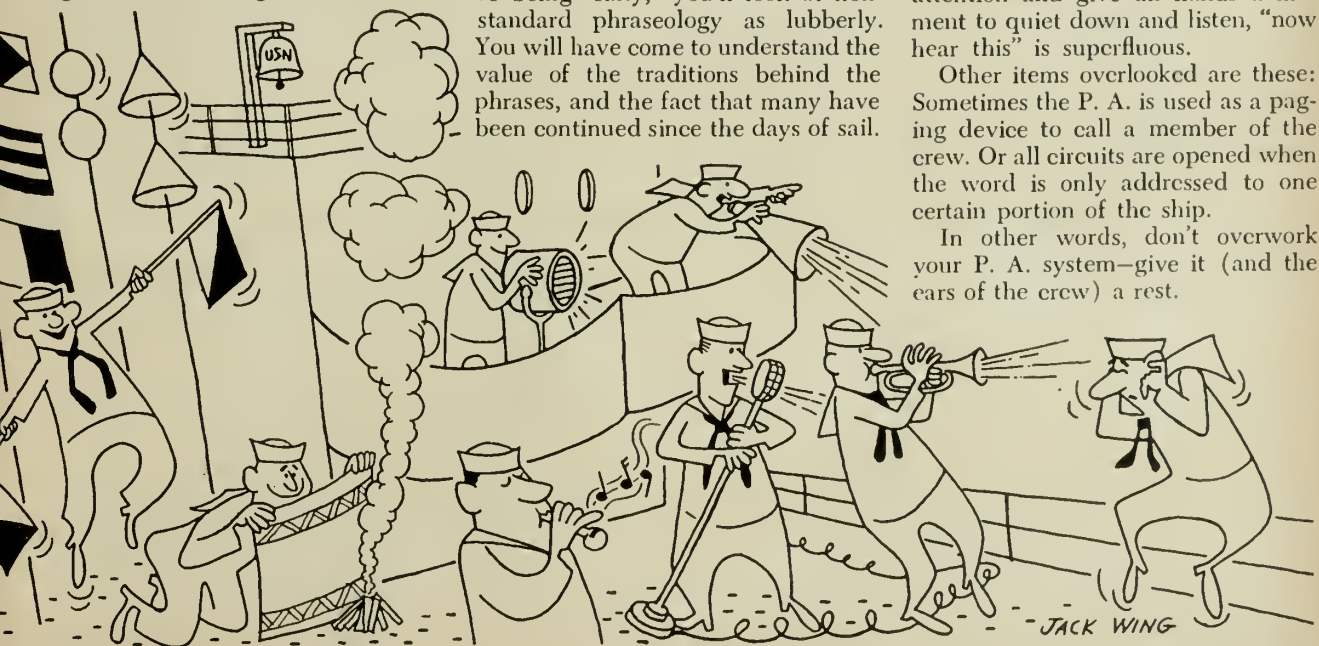
Some of these phrases were developed in the days of men who sailed the seas "way back when." Others are of more recent origin.

In passing the word, use of the "general announcing system" (popularly known as the P.A. system or "public address system") should be held down to only necessary announcements. Except in emergencies, no word should be passed between taps and reveille, during crew's meal hours, and rarely during general drills when phones are manned.

It is not always necessary to pass the word twice. The phrase "now hear this," is overworked. When the boatswain's call is used to attract attention and give all hands a moment to quiet down and listen, "now hear this" is superfluous.

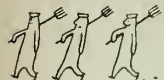
Other items overlooked are these: Sometimes the P. A. is used as a paging device to call a member of the crew. Or all circuits are opened when the word is only addressed to one certain portion of the ship.

In other words, don't overwork your P. A. system—give it (and the ears of the crew) a rest.





"Reveille, reveille. Heave out and trice up. The smaking lomp is lighted in all authorized spaces. Reveille."



"Now sweepers man your brooms. Clean sweepdown fore and aft."



"Up all late hammocks. Up all late hommacks."



"Pipe down sweepers."



"Mess gear. Mess geor. Clear the mess-decks."



"Breakfast for the crew."

PASS THE WO

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"All honds ta quarters for muster."



"All hands to muster, foul weother parade, foul weather parade."



"Dinner for the crew."



"Turn to, turn to. Commence ship's work."



"Now knock off all ship's work." (This is on exmple of o word that need not be passed twice.)



"Now the duty division rig for movies topside."



"Mavie coll. Mavie call."



"Now the duty division unrigh movies."



"Air bedding. Air bedding."



"Pipe down all aired bedding."



"Over all guns and hotches." (This, of course, is the word that is passed when o squoll is seen bearing down an the ship.)



"Now all departments make reodine far sea reports."



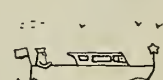
"All hands stand clear af the weoth decks."



"Now go to your statians all the speci sea detail."



"Now secure the special sea detail. S the in port watch."



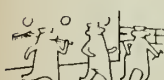
"Away the gig, away."



"Away the barge, away."



"Attention to colars. Attention to colors."



"Carry an, carry on."



"Stoff gangway. Staff gongway." (This word is possed to inform the appropriate officers to attend the side for the arrival or deporture of on officer whose precise title is nat known, but who opparently deserves the honor because of his cammand ossignment.)



"Stoff, Sixth Fleet. Staff, Sixth Fleet." (This is passed only for the Chief of Stoff.)



"Sixth Fleet. Sixth Fleet" (or appropriate command os given in Navy Regs under "boot hoils").



"Tuscaroro. Tuscororo." (The nome of the ship is possed each time the commanding officer enters or departs from his ship. Commanding officers are also noted when visiting onather ship, by passing the name of their ship.)

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"Knock off all ship's work. Secure all gear. Turn in all paint and paint brushes to the paint locker."



"Turn ta, turn to. Continue ship's work."



"Supper for the crew."



"Commence holiday routine."



"Taps, taps. The smoking lamp is out in all berthing spaces. Keep silence about the decks. Tops, taps."



"Clomp down all weather decks. Clomp down."



"Naw relieve the watch, relieve the wheel and lookout, the watch and life-boat crew of the watch to muster, on deck the third section, relieve the watch."



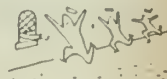
"Naw lay before the most all most reports and witnesses."



"Now lay oft (or 'before the mast,' or area designated) all the eight o'clock reports."



"Payday for the crew. Payday for the crew."



"Now advance all ship's clocks one hour to conform to zone description item. The time is now fifteen hundred."



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"Mon averboard, mon overboard. Away the starboard boot."



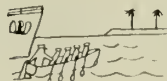
"Away the fire and rescue party, away."



"General quarters, general quarters, all hands man your battle stations, general quarters."



"Away the landing party, away."



"Fire in the paint locker. Fire in the paint locker."



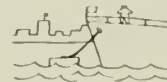
"Prepore to fuel ship. Prepore to fuel ship."



"The ship is underway."



"The ship is moored" (or onchored, as the case may be).



"Darken ship. Darken ship."



"Light ship. Light ship." (You can't poss the word to "lighten" ship, because that would mean to jettison material—deep six it.)



"Set Readiness Condition Three. Section Two has the watch."



"Now set Heavy Weather Condition One."

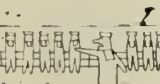


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"Attention to starboard. Hand salute. Two. Carry on." (This is one of the most striking of all sea ceremonies. The pride and strength of your ship, crew, and Navy is shown when rendering honors this way.)



"Now all idlers to muster, all idlers to muster." ("Idlers" are those who do not have a special sea detail station. They are mustered topside when your ship is standing in or out of port, in order to salute and return the salutes of other warships. It also serves to show the other ships what a fine looking group of men serve in your ship.)



"All hands to bury the dead." (This is the most solemn, impressive, and dedicatory ceremony of all. It is an ancient and honorable salute to the departed shipmate, fallen in the line of duty.)



"(Protestant—Catholic—Jewish) divine service will be held on the fantail in ten minutes!" (as advance announcement).



"Church call. Church call. (Protestant—Catholic—Jewish) service is now being held on the fantail. The smoking lamp is out. Knock off all cord games and unnecessary work. Keep silence about the deck during divine service" (at commencement of service).



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Radar Islands

The Navy's Bureau of Yards and Docks is going to build a group of "islands" out in the Atlantic Ocean to be used as radar stations by the U. S. Air Force.

Construction, by BuDocks, will begin early next year on a series of off-shore radar warning and weather data collection and reporting stations along the East Coast. These stations, to be manned by U. S. Air Force personnel, will be linked with the web of radar stations which stretches along the Eastern seaboard and across northern Canada and Alaska.

Now, with the new string of artificial radar-equipped "islands" located along the East Coast and as far out to sea as 100 miles off-shore, radar coverage will be extended.

In building the "islands," BuDocks will make use of the Continental Shelf — a wide, submerged plain stretching out from the Atlantic Coast. The shelf provides a ready-made site for the man-made islands because the ocean floor is less than 100 feet down in many places.

The radar stations have already been nick-named "Texas Towers" because they are expected to resemble the rigs used by oilmen down in the Gulf of Mexico. Sitting snug above the sea, each island will be a self-contained \$1,000,000-platform for a radar tower and a mass of sensitive electronic gear. Space will even be provided for helicopter landings and there will be docking facilities for re-supply by ship.

Unlike somewhat similar outposts built by the British in World War



USS MACON (CA 132), flagship of ComCruDiv SIX, pays a visit to Cadiz, Spain. In background is famed Cathedral Nueva, more than 200 years old.

II, the Air Force stations will seek only to locate enemy aircraft and furnish weather information to ships and shore stations.

For the 30 or more technicians assigned to each island, living will be somewhat like that of a lighthouse keeper. But the Air Force plans to rotate its "seagoing units" every 30 days so duty will not become too bleak.

The Air Force has set the target date for completion of the entire chain of radar islands for sometime in 1957 but U. S. Navy survey ships are already at sea taking samples of the ocean bottom to determine the firmest anchorages for the new stations.

The total estimated cost (excluding radar equipment) will be about 15 to 20 million dollars.

Eyes of Iceland Defense Force

Planning and executing an over-water patrol that may cover more than 60,000 square miles is a complex operation under the most ideal conditions. When sudden extreme weather changes, mountainous terrain and frigid arctic water complicate the flights, such patrols become a challenge—even to the Navy's professional "water birds."

Squadrons like the Navy's VP-16, however, overcome such difficulties daily while acting as the "Eyes of the Iceland Defense Force." VP-16—once at home in sunny Jacksonville, Fla.—is now operating from Keflavik, Iceland, running anti-submarine and ice patrols, while also doing duty as a photographic unit and weather reconnaissance squadron.

A typical day for the squadron begins with a 0500 reveille. Breakfast, pilot briefing, flight clearance and a minute check of the planes have all been accomplished by 0800, when the pilots and flight crews of the P2V Neptune bombers assemble in the hangar to don anti-exposure suits which cover them like huge rubber envelopes. By 0845 the patrols are in the air.

Once the regular patrols are airborne, other aircraft are readied for flight. A photographic mission may be scheduled, along with a training

YESTERDAY'S NAVY



On 14 Nov 1910, the first airplane was launched from the deck of a U. S. Navy ship, the heavy cruiser *USS Birmingham*. On 8 Nov 1942 U. S. and British fleets landed forces in French North Africa in one of the largest invasion operations of World War II. On 5 Nov 1782 the first line-of-battle ship, *America* was launched. On 20 Nov 1943 U. S. Marines landed at Tarawa and other Gilbert islets. On 28 Nov 1929 Commander Richard E. Byrd started on his historic 1600-mile flight that took him from Little America in the Antarctic to the South Pole and back.

flight, or an occasional "ice patrol" to plot the position of North Atlantic ice fields.

Not least among the duties of the patrolling planes is that of logging the weather. Weather stations are scarce in the far reaches of the Arctic. Information supplied by flight crews aid aerologists in forecasting storms and in planning the routes of future flights.

When the aircraft return to home base, the day's work is just beginning for other elements of the VP-16 team. Flight crews are debriefed by the Aid Intelligence Officer. Faulty plane performance is reported to Maintenance for correction by night crews. Dispatches are sent, engines changed, tanks fueled, all in preparation for the next day's flights.

Patrol Squadron 16 is just one of the Navy's powerful, long-range bomber squadrons upholding the Navy's around-the-world vigilance tradition. But the rigorous duties connected with operating an advanced base do not stop the training programs which insure a command sufficient trained personnel to take the place of men being rotated to other duties.

Classroom lectures are augmented by local training flights, during which pilots and crew members simulate adverse weather, engine failures, and battle conditions. Dress rehearsals of plane ditching are held in Keflavik harbor to accustom crewmen to the anti-exposure suits, sealed at neck and wrists and equipped with double rubber boots.

Nautical Mile Loses Four Feet

Officially, Pearl Harbor has just been moved a little more than a mile farther away from the West Coast—without actually moving at all. The Departments of Defense and Commerce accomplished this feat by jointly adopting the international nautical mile to replace the slightly longer U. S. unit.

As every seaman knows, "one nautical mile equals one minute of latitude," but trying to pin down the exact number of feet in that minute of latitude is something else again.

The U. S. nautical mile was derived by assuming 60 nautical miles per degree of latitude, with each mile equalling 1,853.248 meters, or 6,080.20 U. S. feet. The international unit of measure has been set at a length of 6,076.10333 feet, or



SAILORS' SAILOR—R. G. Freeman, AE2, USN, is commended by CAPT C. F. Garrison, USN, as the 'Sailor of the Month' at NAS Patuxent River, Md.

1,852 meters—a little more than four feet shorter than the U. S. nautical mile, formerly used by the Navy.

The change, fortunately, for the shipboard navigator, is too small to affect present Navy charts or the calibration of navigational instruments.

CPOs Like This Sailor

Each month at NAS Patuxent River, Md., a group of CPOs sit down and face a knotty problem—picking a "Sailor of the Month" in VR-1.

The board studies recommendations submitted by department heads and division officers, then picks the man to be honored.

His name goes on a special nameplate on a "Sailor of the Month" plaque.

In addition he is presented with a certificate and a commendation by the commanding officer at personnel inspection.

First man to have his name installed on the plaque was Robert G. Freeman, AE2, usn, who is assigned to Air Transport Squadron One's Electrical Shop.

In selecting Freeman, the CPO group gave recognition to his design and construction of a "Prop Feathering and Reversing Coordinator Panel Tester" which is being used by one squadron at Patuxent, and its usage by other squadrons operating the R7Vs is possible.



FOUR OF A KIND—USS Cabildo (LSD 16), USS Colonial (LSD 18), USS Gunston Hall (LSD 5) and USS Catamount (LSD 17) rendezvous at Japanese port.



SHIPS OF DESDIV 92 nears Tachen Islands. Left: Chinese Nationalist officers board USS *Herbert J. Thomas* (DDR 833).

Visit to Tachen Islands

DesDiv 92 recently visited the Tachen Islands, Nationalist-held stronghold almost touching the Chinese Communist mainland. The Tachens are a short distance down the coast from Shanghai, once a popular port city with Navymen from all over the world.

CNO directed the rare visit, pointing up interest in the clusters of small islands which Chiang Kai Shek's forces retain and which act as windows onto the mainland. Heretofore they have been out of bounds to U. S. Navy shipboard personnel. They are spring boards for Nationalist guerrilla action and constantly threatened with capture by the Communists.

When the armies of Chiang Kai Shek met defeat on the mainland at the hands of the Communists in 1949, their remnants and their government retreated to the island of Formosa. At the same time they occupied the Pescadores Islands in Formosa Strait and numerous other strategic bits of offshore land, some almost within a stone's throw of the coast. The islands have a high intelligence value. Such are the Tachens, south of Shanghai and Hangchow.

DesDiv 92 sailed into the island harbor early one morning, to the amazement of thousands of soldiers, farmers and fishermen on shore. Ships making the visit were *Maddox* (DD 731), *Brush* (DD 745), *Samuel N. Moore* (DD 747) and *Herbert*

J. Thomas (DDR 833), the flagship.

Men from each ship were selected and mustered into official calling parties. On their visit they were guided by the rear admiral commanding the Tachen naval flotilla and the lieutenant general in command of ground forces. The Navymen made an inspection tour of the island and its defenses. Admiral Felix B. Stump, CinCPacFlt, had made an unpublicized visit to the islands shortly before.

The Navymen witnessed an amazingly accurate exhibition of artillery fire. The language barrier and the shortness of time prevented a leisurely tour of the rocky little fortress, but everywhere the party observed evidence of iron discipline and high morale.

Air-Sea Rescue Buoy

Naval airmen who are downed at sea stand a chance of being rescued a lot sooner than in the past thanks to a new device developed for the Navy.

Under contract with the Office of Naval Research, the Woods Hole Oceanographic Institution at Woods Hole, Mass., has developed an Air-Sea Rescue Buoy, to aid in locating survivors of naval aircraft and vessels abandoned at sea.

Equipped with a pneumatic float, the Air-Sea Rescue Buoy has almost the same rate and direction of drift as a standard U.S. Navy aircraft raft carrying a normal load and retarded by a sea anchor. The buoy, released by a distressed aircraft, on impact

with the water, displays a dye marker and a small, incandescent light. Survivors should be able to locate the buoy and easily secure it to their own raft. Since the buoy's rate and direction of drift are almost the same as that of the ordinary life raft, searchers finding a free-floating buoy, should be within a few miles of the survivors.

When mechanically or manually launched, the buoy automatically transmits keyed, tone-modulated signals on an ultra high frequency channel. It will transmit for more than 60 hours and is capable of operating in extreme cold or heat.

Twin-Engine Helicopter

A new helicopter, designated the *XHR2S*, and developed especially for ship-to-shore movement will now be used to carry Leathernecks to the beach during amphibious operations.

The *XHR2S* is a twin-engine helicopter comparable in size to the DC-3 twin-engine transport. The two engines are slung outboard of the fuselage on short stubby wings. Power from both engines is transmitted to the five-blade main rotor and to the small rotor in the tail. Both rotors fold inward for easy flight-deck handling and orderly stowage on the carrier hangar decks.

The sleek lines of the helicopter are best revealed when the craft is in flight with its landing gear retracted. This retractable landing gear is a feature which contributes greatly to a top speed of well over 150 miles an hour.

Tiger Joins Panther and Cougar

Simplification is the keynote of the F9F-9 *Tiger*, the Navy's newest jet fighter which completed its initial flight tests recently.

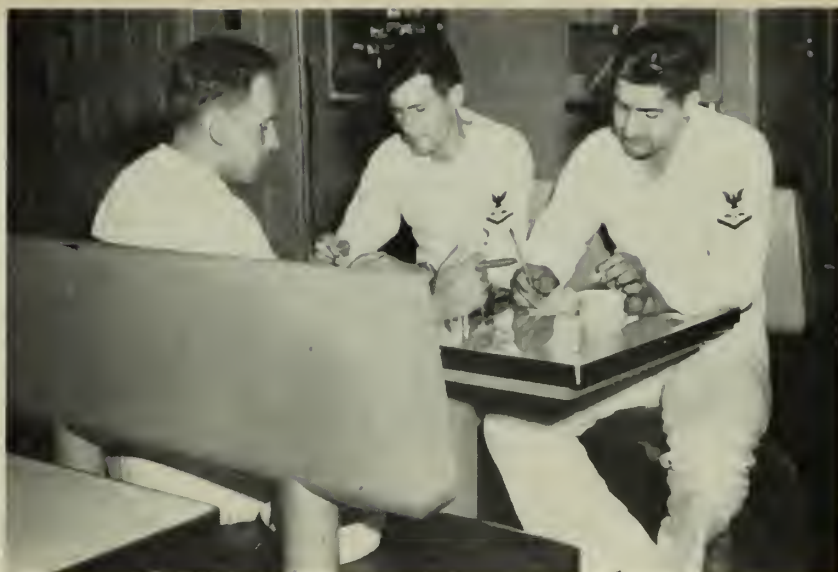
Designed for supersonic speeds in level flight, the *Tiger* stresses simplicity throughout. The fuselage, shaped somewhat like a long bottle, and new type wings have both helped reduce the number of parts and the time and expense usually involved in building a plane of this type.

The entire top section of the wing is machined from a single sheet of aluminum and the wing tips are a simple, manually-folding type that are expected to require a minimum of maintenance in comparison with the complex folding-wing mechanisms of many carrier-based aircraft.

The indented fuselage was decided upon after extensive research by engineers, in a specific adaptation of a new shape with most favorable drag characteristics at sonic speeds.

The *Tiger* will be powered by a J65 axial-flow turbojet with afterburner and fits right into the Navy's concept of a powerful carrier striking force equipped with fast, hard-hitting aircraft with retaliation ability to take the fight to any enemy's home ground.

The F9F series of jet aircraft now have three 'cats,' the *Panther*, *Cougar* and *Tiger*. The F9F and F9F-2, 3, 4 and 5 are *Panther* jets, the F9F-6, 7 and 8 are *Cougars* and the new F9F-9 is a *Tiger*.



NEW LOOK—Comfortable air foam cushions, bright color schemes have been added to crew's mess hall aboard *USS Lake Champlain* (CVA 39).

It's a Habitable Mess

USS Lake Champlain (CVA 39) is the latest ship to jump on the habitability band wagon with the installation of new booth-type tables and benches to replace the old messing furniture in the crew's mess hall.

Included with the new booths are red and green upholstered air foam cushions and modern gray and yellow paint on the bulkheads. Decks have been painted a sparkling green. Future plans go so far as to include draperies on the bulkheads and even paintings.

After the evening meal the messing compartments are used as a recreational lounge where the crew can write letters, play cards, watch television, play the piano or just pass on the latest scuttlebutt.

Plans are also being made to give the "crew's lounge" a good going over, converting it into a "crew's reception room." New furniture, paint and a little ingenuity will be used on the job, making it into a comfortable spot to spend off-duty hours.

Message for the Departing

A comparatively new safety device, aimed directly at the auto driver, has been installed at the Cherry Point, N. C., Marine Corps Air Station. The thought-provoking mechanism is a tape recording and amplifier which broadcasts safety messages.

The safety announcements are beamed to auto operators, driving off the station during the evening rush hour, by means of an oversized loudspeaker. The messages do not exceed two minutes. The announcements are set up to fit the circumstances at hand: accidents which have occurred in previous weeks, out-going traffic during the week and holidays coming up.

The technique was first used at NATTC Memphis, Tenn., and at NAS Pensacola, Fla., and it was proved that through the use of this device, accident rates have definitely been reduced.



F9F-9 *TIGER*—Navy's newest jet fighter—is capable of supersonic speeds at level flight. *Tiger* will join famed F9F 'family' of *Panthers* and *Cougars*.

Navy Gets R7V-2

A new souped-up edition of the *Super Constellation* will soon make its appearance in the Navy, sporting extra power through means of turbo-props.

The new model of the familiar plane, which will be designated the R7V-2, boasts a speed faster than any other propeller-driven transport plane and will be able to fly as fast as the famed P-38 did during World War II. Officials state that it can fly 16-ton pay loads across the continent nonstop in less than six hours—a full two hours better than today's airline schedules.

The new R7V-2 does not differ greatly in appearance from the *Super Constellations* now in use. The only real distinguishing characteristic is the turbo-prop's large, round, over-the-wing exhaust outlet behind each engine.

Range of the new craft depends upon its interior configuration and load, but it is reported that it can readily carry 10 tons 3000 miles with fuel reserves.

The Navy version of the plane carries 106 passengers overland and 97 when used for overwater flights.

Used for cargo alone it is said that the plane will be able to stow 36,000 pounds in its more than 5400 cubic feet of storage space. Cargo is put aboard through two large doors, which are sealed when the plane is used as a personnel transport.

In its third major role—as the fastest mercy plane in the skies—the new R7V-2 will be able to carry as many as 73 patients in comfortable litter-beds, with ample passageway for four attendants to care for the patients during their flight to rear area hospitals.

Flattop Takes Tip from Tin Can

Sailors of the carrier *Yorktown* (CVA 10) used an old destroyer trick on their recent Far Eastern cruise to keep fresh water use down to the 22 gallons per man daily limit.

A fire hose fitted with a fog nozzle, was attached to the edge of the flight deck to furnish unlimited salt water showers for the men, while one bucket of fresh water proved adequate to rinse down three men and the small deck space used.

The suggestion came from BM2 John D. Aidooock, usn, of the carrier's Second Division, who served in tin cans during World War II.

"On the tin cans, fresh water capacity was very limited," he recalls, "and the boilers always came first. We never knew when super-heat would be required for full power in combat, which meant even more water would be needed for the boilers.

"Not only did the crew suffer during water hours, but at the same time it was usually hotter below decks. We hit on the fog nozzle rig to solve both problems. It sprayed salt water over the decks and us when we wanted it—which was often. It kept the compartments beneath cool too."

The "salty" showers can be used only while a ship is at sea, since harbor water is usually contaminated and should be avoided.

Marines Start 'Copters with a Kick and a ROR

Standard Marine Corps helicopters will get an added "kick" with a new rocket to be mounted on the rotor tips.

Nicknamed "ROR" for rocket on rotor," the system uses small rocket engines, each weighing about one pound, mounted on the tips of the blades of an otherwise standard Marine helicopter, adding approximately 20 per cent to the copter's effective power.

With "ROR," helicopters now can take off with appreciably greater loads. "ROR" also gives better control during glides in the

event of engine failure, as well as an improved rate of climb. The hovering ceiling is likewise improved.

The system, in addition to the small tip-mounted rocket engines, consists of a propellant tank mounted above the rotor hub, propellant lines and a few simple valves and controls.

Dry weight of the system is approximately 67 pounds for the normal installation. It uses hydrogen peroxide fuel which is decomposed catalytically and is transformed into high temperature steam. There is no flame nor smoke and very little noise during its operation.



'ROR' is tiny.



HRS GETS 'ROR'—rocket on rotor—designed to improve high altitude performance, increase helicopter's effective power by 20 per cent.

Firemen Get Together

Good will between the city of Roanoke, Va., and her namesake ship, CL 145, got a boost when the firemen of the two Roanokes got together.

It all started with a letter from the seagoing firemen to the city firemen, comparing notes on their jobs.

The letter was received with considerable interest by Roanoke (city) firemen who forthwith decided that not only the firemen but the whole crew on board *Roanoke* (cruiser) should become honorary members of the Roanoke (city) chapter of the Firefighter's Association of America, since fire fighting aboard ship is an all hands job.

Before long, a delegation of the city's firefighters visited the ship and presented the crew with a plaque which notes that everyone on board the cruiser is an honorary member of the firefighters' organization.

Spear Fishing Catches On

Spear fishing is becoming an increasingly popular sport among Navymen, clubs having been formed at numerous naval activities. The latest one is at Navy Air Transport Squadron Eight (VR-8) at Hickam Air Force Base, Hawaii.

A group of CPOs in the squadron approached their executive officer with the idea of forming such a club. Given the green light, the men turned to, getting a place to hold meetings, electing officers and writing the rules.

Civilian and military personnel from other MATS squadrons at Hickam may be voted into the club. At present, there are 60 members in the "Depth Devils," the club's official name.

One of the first things the diving enthusiasts decided was to have a type of "training program" for new members before they ventured into the deep with underwater breathing devices.

One authority has stated that probably the greatest danger to men exploring in the strange element of the sea is not the animals in it but the gadgets men use underwater. For example, a breathing device in the hands of a novice can be more dangerous than a shark.

To offset this, and also to acquaint the members of the "Depth Devils" with the various species of fish in the Hawaiian Islands, the club invites experts to lecture at the meetings on such subjects as equipment, underwater physiology, fish types and fishing techniques.

Besides lectures, prospective club members are also given "dry run" instructions in the use of the breathing equipment. They must learn to clear their face masks underwater, clear their air hose, ditch the underwater lungs at 10 feet, make a free ascent and retrieve the lung.

Those who do not use the breathing devices are not required to go through the training, but all members of the "Depth Devils" must demonstrate their ability to rescue a drowning person and give correct artificial respiration.

There is plenty of incentive to complete the training. Activities of the VR-8 "Depth Devils" thus far have included swimming, deep-sea sightseeing and spear fishing for the thousands of different types of fish present in Hawaiian waters.



TOWNSPEOPLE of Saint Lawrence and Lawn, Newfoundland, express their approval of the new hospital at the dedication ceremonies.

Newfoundland's Rescue of Navymen Is Remembered

A hospital has been presented to the people of two small Newfoundland villages by the U. S. in belated thanks for the population's heroic deeds in saving 182 crewmembers of two U. S. Navy ships that were wrecked on the Newfoundland coast in 1942.

The event being commemorated happened in the early days of World War II, when *uss Pollux* (AKS 2) and *uss Truxtun* (DD 229) were tossed up on the rocky Newfoundland coast by one of the wild and raging storms common in that part of the North Atlantic. When word of the disaster spread, the entire population of the two villages turned out to undertake rescue operations.

Fighting bitter cold and high winds, the townsfolk of Saint Lawrence and Lawn sped to the scene of the wreck. Lines were lowered to men marooned on the rocky ledges; many of the natives made their way down the steep cliffs to assist in ship-to-shore rescue efforts.

One hundred and eighty-two Navy survivors were pulled out of

the water that night, but another 204 officers and men lost their lives. The plaque decorating the new hospital pays special tribute in these words: "It is hoped that this hospital will serve as a living memorial to the 204 officers and men of the United States Navy who lost their lives in the disaster and as a vital reminder of the inherent courage of mankind."

The construction of the new hospital was authorized by joint resolution of Congress for the people of the two communities who came to the aid of the Navymen.

At the time of the tragedy there was no hospital at either Saint Lawrence or Lawn and the survivors were taken by sleds into the private homes of the townspeople.

Newfoundland's Premier, Joseph Smallwood, accepted the keys to the memorial hospital on behalf of the townspeople, as the American flag over the hospital was taken down. It was the same flag that had been brought ashore from the ill-fated *Truxtun* two days after the dramatic rescue.



HOSPITAL will serve as a memorial to 204 Navymen who lost their lives off coast of Newfoundland during early days of World War II.

THE BULLETIN BOARD

How to Credit Service, Awards Toward Your Final Multiple in Examinations for Advancement

Here's a summary that will tell you how to figure how many points you rate toward your new advancement-in-rating multiple, exclusive of the points you get for your exam mark.

As noted in the advancement roundup in the October issue of *ALL HANDS* (see pp. 42-43), the Navy has adopted a revised method of computing multiples.

Under the new set-up, more consideration will be given to experience and performance factors and credit will be doubled for years of service and service in pay grade. Credit is also increased for the awards you possess.

Before hitting the details, what is the basic purpose of having a multiple? Briefly, it is this. Weighted credits for service, awards and exam scores form the final multiple and the multiple in turn determines who, among a number of qualified personnel, will gain the right to one of the quota of advancements available.

One other point to note: You *must* pass the exam. No one who fails the test can be advanced, no matter how high the rest of his multiple.

The final multiple is figured by adding the following:

Exam Score (maximum credit 80).

Total active service in years multiplied by 2 (maximum 40).

Total service in pay grade in years multiplied by 2 (maximum 10).

Awards credits (maximum 20).

Service in pay grade and total active service are figured in the same manner as for eligibility for advancement, *except*:

- Continuous service is not required, so broken service is counted in all computations.

- Service prior to reduction in rating, for any reason, may be counted in all computations.

After computing service in months, convert it to years carried to two decimal places (Example: 2 years 9 months equal 2.75). If ser-



"I'm rough drying—that's what I'm doing."

vice in pay grade is over 5 years, reduce to 5; If total active service is over 20 years, reduce to 20. Then multiply each total by 2.

Formerly only five points were allowed for awards when computing multiples scores, but under the new setup the total has been increased to 20. Following are the new values for the different awards:

Eight Points: Medal of Honor.

Seven Points: Navy Cross, Distinguished Service Cross (Army), Distinguished Service Medal, Silver Star Medal, Legion of Merit and Distinguished Flying Cross.

Six Points: Navy and Marine Corps Medal, Soldier's Medal (Army), Bronze Star Medal, Air Medal, Gold Life Saving Medal and Silver Life Saving Medal.

Five Points: Commendation Ribbon, Presidential Unit Citation (only if entitled to wear with star), Distinguished Unit Badge (Army), Navy Unit Commendation and Letter of Commendation (without authority to wear Commendation Ribbon) when the letter is addressed personally to an individual from the President, Secretary of Defense, Secretary of the Navy or the Chief of Naval Operations.

Four Points: Purple Heart and each Navy Good Conduct Medal or clasp earned.

Although you won't actually be able to figure your own final multiple since your exam score will be determined by the Naval Examining Center, the above information will enable you to work out the approxi-

mate number of points you will be allowed for service time, time in pay grade and awards. When the exam results are received by your ship or station your final multiple will be found listed beside your name.

Training Class for Information Officers Opens at Great Lakes

To fulfill the need for officer training in the Navy programs of public and internal information, BuPers has established a special five weeks 'Officer's Information Course' at Great Lakes, Ill.

Graduates from the course are expected to supply the bulk of officer personnel assigned to primary Navy information billets and, during their five-week stay at Great Lakes, the students will get a thorough grounding in the accepted practices and techniques of both public and internal information.

A maximum number of 15 students will be enrolled in each class and applications for the course are now being accepted. Present plans call for eight classes per year. The first class has already convened, with the next class beginning on 15 Nov 1954. The schedule for the 1955 classes will be carried in *ALL HANDS* as soon as it is released.

To be eligible for the course an officer must have a minimum of 18 months' sea duty and be either a Naval Academy graduate or graduate of an accredited college or university. Women officers who are college or university graduates are also eligible. Previous experience in the field of public relations is desirable.

In cases where the aptitude for information work has already been demonstrated a waiver may be granted on the educational requirements. However, candidates should have a positive interest in the field of Navy public relations and a genuine desire to attend the course.

Commands desiring to send officers to this course should submit requests for quotas to the Chief of Naval Personnel (Attn: Pers-C122) via the proper chain of command.

Changes Listed for Candidates Requesting Duty with Missions MAAGs, Joint Staffs, Attaches

A few changes have been made in the procedures for enlisted personnel to request assignment to duty in naval missions, naval attaches, MAAGs, joint staffs and Supreme Headquarters Allied Powers, Europe, and its various NATO components.

The new procedures are contained in BuPers Inst. 1306.6A of 30 Jul 1954.

It is pointed out that the issuance of this instruction does not indicate that there are any new or increased vacancies in these duty assignments. Rather, the directive prescribes the new methods for enlisted personnel to follow in requesting duty of this nature.

One big change is that Navymen with more than 17 years' active duty are now eligible to apply for this type duty. However, personnel in this category must sign an agreement to remain on active duty for a full three years in order to have the required obligated service for the duty.

Also, some rates have been added to the list for which billets are presently established. The additions to the list are: BMC, CDC, MM1, BT1, PN1, QM2, DC2, FP2, LI2, CM2, DK3, DM3, DC3, CM3, HM3, CSSN, CDCN and CMCN. Rates which have been removed from the eligibility list are: FCC, AGC, FC1, MN1, FT1, AF1, FC2, EN2, AG2, AF2 and HM2.

The new instruction also points out that having a foreign-born wife or parents excludes applicants from naval attaché duty *only*. You *can*, however, put in for the other types, i.e., MAAGs, naval missions, etc. Candidates for this type duty should indicate on their applications the state or country in which wife and both parents were born. If any were foreign born, you should give the date of U. S. naturalization or pertinent naturalization data.

Personnel should indicate on the requests three choices of duty station by country or area. Indicate country only, not a particular location.

When applications are received and processed by BuPers, candidates will be notified that their names have been placed on the eligibility

list or of the disposition made of their request.

To control the size of the eligibility list, personnel will be removed from the list if they have not been selected for the duty requested within *one year* of the date of placement on the list. Official notification of removal will not be made. Personnel whose names are removed from the list one year from date of placement, may resubmit requests at any time thereafter if they are still eligible.

When an applicant is selected for this type duty, his orders will indicate whether or not concurrent travel of dependents is authorized.

Sometimes the enlisted man involved can ascertain by correspondence with the individual he is relieving, or other responsible individuals, whether the extra costs involved with concurrent travel (that is, the possibility of protracted stays in hotels) will be more than he can afford. Reason for this is the high cost of living at many stations, scarcity of quarters and the difficult living conditions found in some countries.

For a full run-down on what awaits you if you succeed in getting MAAG, attaché or mission duty, see *ALL HANDS*, December 1953, p. 48.

WAY BACK WHEN

Sea Chanteys

In the days of sail the American Navyman worked to music—music of his own making, tunes which seldom reached the beach and never swept the land as No. 1 on the hit parade.

The songs were originally called "shanties," but through the years have become known as chanteys. There are four different spellings of the word today, all correct. Most people believe that the name for these songs came from the French word "chanter" which means to sing, but there is another school of thought that maintains that they should still be called "shanties," claiming this name came from the shanties along the Mobile, Ala., waterfront where the sailors picked up many of the tunes (later adding their own words).

Whichever the origin, the songs themselves played an important part in the "old Navy." Chanteys were divided into three distinct classes. "Short drag chanteys" were used when a few strong pulls were needed on a line. While hauling aft a sheet or tautening a weather brace the shanty-man (a good one was highly prized by both officers and crew) would stand high above the rest of the crew and sing with as many quirks, variations and quavers as his ingenuity and ability would allow. "Haul the bowline, Kitty is my darling," or some other of the many chanteys that were the rage at the time. The rest of the crew would add their voices strong on the second line, and on the last word a combined pull would be made to make the ropes "come home."

"Long drag chanteys" were longer songs with endless versions to speed the sailors on their way while working on such jobs as hauling up the topsail halyards. Again the shanty-man would lead the song while the workers joined in from time to time, pull-



ing with all they had on certain words in the song. It is said that you could tell whether a ship had a good shanty-man or not by the speed with which the topsail yard went to the masthead.

"Heaving chanteys" were of a different rhythm and much more elaborate than the other types. They were used for jobs that demanded continuous action, such as walking around a capstan, working at the pumps or heaving on the windlass.

Proof of the importance of the chontey was the shanty-man himself. Although he had no official title or rate, he was relieved of all other duties and spent his time singing or working up verses for the chanteys he knew.

Seldom if ever were chanteys recorded on paper. They were true American folk songs which passed from ship to ship, their meanings changing and the words seldom twice the same. Steam, diesel and the machine age have pushed them into the past—gone, but not forgotten.

New Directive Sums Up Rules Governing Reimbursement For Travel by Your Dependents

As every Navyman with a family is well aware, the Navy provides money to pay for a man's family to follow him to his new duty station on a permanent change of station.

The idea, of course, is to arrange it so that Navy families can stay together as much as possible, setting up house again at the new duty station.

However, it should be abundantly clear from Joint Travel Regulations (Change 15, Chapter 7) that the government is not going to pay transportation for your dependents except for the purpose of establishing a residence.

That is, just because you are undergoing a permanent change of station, your family is not permitted to go driving around the country at government expense, visiting all the aunts and uncles they haven't seen in years.

BuPers Inst. 1626.8A, the latest directive on the somewhat involved subject of travel pay for dependents, points out that a number of instances of checkage of a man's pay have resulted through carelessness



"Now listen here . . . Please get out of your beds . . . sweep the halls and stairways . . . both in front and down back . . ."

by naval personnel in following the travel regulations.

Requirements relative to the establishment of a *bona fide* residence evidently have not been made clear, with the result that the General Accounting Office (which makes a continuing survey of dependent's travel claims) continues to find many incorrect and some fraudulent claims being submitted. (The mere fact that GAO takes exception to a claim, however, does not necessarily mean that a fraudulent claim has been sub-

mitted. Further facts and investigation may reveal that the claim is actually valid. In such cases a new claim, setting forth the circumstances of the travel, may be submitted to the Bureau of Naval Personnel for consideration.)

To insure that all personnel are fully aware of their rights and duties in connection with possible *repayment* of dependents' travel costs, the Chief of Naval Personnel has directed that all hands be thoroughly briefed on the requirements of both Navy and Joint Regulations, with emphasis on the following:

- Claims for reimbursement for transportation of dependents may not be submitted until the travel has been completed. However, transportation in kind may be furnished dependents in accordance with Paragraph 7002, Chapter 7, *Joint Travel Regulations*.

- Payment is dependent upon actual performance of travel for the purpose of establishing a residence. Reimbursement is *not* authorized for pleasure trips, business trips, visits, etc.

- The claim should correctly reflect the points and dates of the travel performed for which reimbursement is claimed.

- Reimbursement may be claimed only for *bona fide* dependents as defined in Chapter 7, *Joint Travel Regulations*.

The instruction also directs that service personnel be individually advised of the following each time a claim is submitted:

- That he is fully responsible for the completeness and accuracy of all statements of facts contained in his claim.

- That notwithstanding advice or assistance he may have received in connection with preparation and submission of the claim, he alone is responsible for the information he sets down.

- That misrepresentation or concealment "in any material particular" may constitute a serious Federal offense, triable by either court-martial or by Federal District Court.

- That money fraudulently received will be recovered by the Government.

The instruction also provides that personnel reporting to separation activities for discharge or release to inactive duty shall be individually

HOW DID IT START

'I Will Find a Way or Make One'

Commander Robert E. Peary, CEC, USN, spent 23 years in Arctic exploration and preparation before he reached his goal—the North Pole.

During this time he'd made friends with the Eskimos and had learned from them how to live in their country, how to hunt, eat, dress, drive dogs, build snow igloos, and just about everything there was to learn about the far north.

Peary's exploring method was to establish a series of camps, each being used as a base to build another camp further on.

His success was not due to accident, but was the result of a clearly defined plan built on observation and experience and backed by unswerving perseverance. Years of battle, or preparation for battle, disclose the character of the man whose victory on 6 Apr 1909, despite numerous adversities, classes him with the heroes of the world.

On one expedition he had been crippled, having his toes frozen off, and doctors had



predicted that he would never again be able to walk any great distance.

It was around the turn of the century, Peary was lying a helpless cripple when he wrote on his wall in his room at Fort Conger on the Arctic Coast, "I will find a way or make one."

He lived up to his words.

instructed on submitting claims for transportation of dependents. Each individual shall be informed that separation from the naval service does not terminate his personal responsibility in connection with the submission of claims against the Government.

As a further aid in reducing incorrect claims, NavSandA Form 912, revised, is being replaced by Form DD 766. This form includes a certification to the effect that travel was actually performed with the intent of establishing a *bona fide* residence.

Pensions and Compensation Are Increased for Disabled Veterans And Dependent Survivors

Under two new laws effective 1 Oct 1954 more than 3,000,000 disabled veterans and certain dependents of deceased veterans will receive a five per cent increase in monthly compensation and pension payments.

Public Laws 695 and 698 of the 83rd Congress increased veterans' compensation payable for service-connected disabilities or deaths and veterans' pensions payable for non-service-connected disabilities or deaths.

For example, seriously disabled veterans who have lost, or lost the use of, two or more parts of their bodies were formerly paid rates ranging from \$266 to \$400. These rates have been increased to a new range of \$279 to \$420. (Veterans with peacetime service-connected disabilities will receive 80 per cent of this new wartime disability and statutory rate).

In addition, flat increases in excess of five per cent were granted to widows and dependent parents of wartime veterans whose deaths were attributable to service. The old and the new rates are:

Class	Old	New
Widow, no child	\$75	\$87
Dependent mother or father	\$60	\$75
Both parents living, each	\$35	\$40

Widows and dependent parents of deceased veterans with peacetime service will receive 80 per cent of these new wartime compensation rates.

The rates for widows with children and for children alone were

not affected by the new laws.

The new legislation also provides that veterans of World Wars I and II and of the Korean conflict will receive an increase in monthly pension payments from \$63 to \$66.15. The pension of those reaching age 65, and those who have received a pension continuously over a period of 10 years was increased from \$75 to \$78.75. The rate of pensioners who need aid and attendance was increased from \$129 to \$135.45.

The old and the new death pension rates for the surviving dependents of deceased veterans of World Wars I and II, and of the Korean conflict whose deaths were not attributed to actual service are:

Class	Old	New
Widow, no child	\$48	\$50.40
Widow, one child	\$60	\$63
Each additional child	\$ 7.20	\$ 7.56
One child, no widow	\$26	\$27.30
Two children, no widow	\$39	\$40.95
Three children, no widow	\$52	\$54.60
Each additional child	\$ 7.20	\$ 7.56

These increases are automatic—you don't have to write to VA.

Navy Mutual Aid Association Is Open to Reserve Officers

Reserve officers of the Navy, Marine Corps and Coast Guard with one year's continuous active duty or one or more years' obligated service at the time they apply for membership, are now eligible for the full benefits of the Navy Mutual Aid Association. Applicants, however, must not be over forty-five and one-half years old.

Applicants must be on active duty at time of application. The benefits still accrue whether members are on active or inactive duty, retired or resigned from the naval service.

The non-profit association provides dependents of deceased members with immediate aid in the form of a substantial cash payment which can be wired or cabled anywhere in the world, and prompt preparation and submission of all government claims on behalf of dependents.

Interested officers may write directly to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C., for full information.

The pilot lined up the target in his sights and pressed the firing button. Instead of a muzzle blast there was only a steady clicking as he passed over the target and started climbing to get away from enemy gunfire.

Why hadn't the pilot hit his target? Actually he did, but the damage was still to come—this pilot was flying a photo reconnaissance plane, a plane type that has proved invaluable in modern warfare.

Once the pilot-photographer gets



his pictures, which is no mean task—considering the fact that he has no guns to protect himself from enemy fighters—and returns to the ship, a chain reaction sets in. Photographer's mates run the film to the lab for a fast developing and printing job. Then the finished prints are rushed to intelligence where the photo interpretation officer scans the prints and designates the targets for the next bombing mission.

★ ★ ★

Proof of the importance of aerial reconnaissance photos came during World War II and in Korea when field commanders estimated that 80 to 85 per cent of their intelligence information



tion come from aerial reconnaissance photos.

The majority of reconnaissance photography is performed by VFP jet planes, which are "photo configured" fighter aircraft operating from carriers. The Navy also has the AJ-2P, especially adapted for photo work, capable of doing mapping photography as well as reconnaissance type photography. It can operate from carrier or land bases, and is capable of carrying 18 various combinations of cameras, but not all at one time.

Here are Some Phone Numbers to Add in That Little Black Book

Special Services Offices Overseas

PORT	COMMAND	PHONE NUMBER AND EXTENSION
Adak, Alaska	NavSta, SSO	Adak 350
Apra Harbor, Guam	NavBase, SSO	Guam 13-8173
Argentina,		
Newfoundland	Nav Sta, SSO	Argentina 6701
Balboa	ComFifteen, SSO	Balboa 2410
Balboa	NavSta, SSO	Balboa 3388
Bermuda	NavSta, SSO	EX 410
Bremerhaven,		
Germany	ComNavGer, SSO	Bremerhaven 7281
Cristobal, C. Z.	NavSta, SSO,	Cristobal 36-8641 or
	Coco Solo	36-8621
Guantanamo Bay,		
Cuba	NavSta, SSO	Ctmo Bay 9617 or 9449
Inchon	FleAct, SSO	Radish 132
Kodiak, Alaska	ComSeventeen, SSO	Kodiak 559, 619 408
Kwajalein, M. I.	NavSta, SSO	Kwajalein 213
Midway Island	NavSta, SSO	Midway 349
Naha, Okinawa	Naval Air Facility,	
	SSO	NO PHONE
Pearl Harbor, T. H.	ComFourteen, SSO	Pearl Harbor 23113, 58202
	Athletic Office	Pearl Harbor 58163
	NMPX	Pearl Harbor 58102, 56164, 55216
	Library	Pearl Harbor 21270
	Fleet Transportation	Pearl Harbor 23113, 27178
	RecSta, Ath. Field	
	Reser.	Pearl Harbor 29163
Pusan	FleAct, SSO	Pusan 131
Roosevelt Roads, P.R.	NavSta, SSO	Roosevelt Roads 15
Sangley Point, P. I.	NavSta, SSO,	Sangley Point 336 or
	ComNavPhil	329
San Juan, P. R.	NavSta, SSO	San Juan 443 or 469
Sasebo	FleAct, SSO	Sasebo 472
Subic Bay, P. I.	NavSta, SSO	Subic Bay 191
Trinidad	NavSta, SSO	Trinidad 312 or 866
Yokosuka	FleAct, SSO	Yokosuka 4380 or 2205

Special Services Offices in U. S. Cities

Baltimore, Md.	NRTC	Plaza 4561
Beaumont, Tex.	USNRTC	Beaumont 5-3121
Boston, Mass.	District, SSO	Liberty 2-5100, X 253
	NavShipYd, SSO	Charlestown 2-1400, X184
Bremerton, Wash.		
	NavBarracks, SSO	Bremerton 3-5011, X9106
Charleston, S. C.	ComSix, SSO	Charleston 4-5321, X732, X531
	RecSta, SSO	Charleston 4-5321, X390
	NavHosp, SSO	Charleston 4-5362, X192
	ResFlt, SSO	Charleston 4-5321 X997
	MineLant, SSO	Charleston 3-9211, X217, X232
Corpus Christi, Tex.	NAS	Corpus Christi 5-8211, X311
Elizabeth City, N. C.	NAF, Weeksville	Eliz. City 5431
Galveston, Tex.	USNRTC	Galveston 5-8695
Green Cove Springs, Fla.	NavSta, SSO	NavSta, X318, X320

PORT	COMMAND	PHONE NUMBER AND EXTENSION
Houston, Tex.	USNRTC	Houston 8-117
Key West, Fla.	NavSta, SSO	NavSta, X385, X472
Little Creek, Va.	PhibLant Athletic Office	Little Creek 63-4311, X254
	Amphibious Base, SSO	Little Creek 63-4311, X369
Long, Beach, San Pedro, and Los Angeles	NavSta, SSO	Long Beach 707411, X436, X1459
	NMPX	Long Beach 707411, X410
Mobile, Ala.	Personnel Services	Mobile 2-4431, X421
NALF, Mayport, Fla.	NAS, Jacksonville, SSO	Jacksonville 2-7711, X593, X512, X8153
New London Area	SubBase, SSO	Base ext. 254, 454
New Orleans, La.	NavSta, SSO	Algiers 3350, X562, X510, X511
New Orleans, La.	NAS, SSO	EVERgreen 2351, X5
Newport, R. I.	NavSta, SSO	Newport 2280, X7258, X7465
New York, N. Y.	ComThree, SSO	Rector 2-9100, X555, X240, X241, X8292
New York Area	NSD (Bayonne), SSO	Federal 9-7500, X606
	From New York City	CORtlandt 7-2700
Norfolk, Va.	DESFLotFOUR,	
	Athletic Off.	Norfolk 2-8211, X2825
	SERVLANt,	
	Athletic Off.	Norfolk 2-8211, X3600
	Fleet Athletic Office	Norfolk 2-8211, X3600
	NAS, SSO	Norfolk 2-8211, X3770
	NavSta, SSO	Norfolk 2-8211, X2225
	ComFive, SSO	Norfolk 2-8211, X3169
Orange, Texas	NavSta, OP Office	ORange 8-4311, X316
Pascagoula, Miss.	NavOrd	Pascagoula 617
Philadelphia, Pa.	ComFour, SSO	HOward 5-1000, X2389, X2729
Port Hueneme, Calif.	CB Center, SSO	HUnter 3-2481, X294, X8131
Point Mugu, Calif.	NAMTC, SSO	HUnter 3-2271, X728, X509
Portsmouth, N. H.	NavBase, SSO	Kittery 3000, X906
Portsmouth, Va.	NavShipYd, SSO	Portsmouth 7-6541, X2971
Quonset Point, R. I.	NAS, SSO	Wickford 2-1000, X421
Riviera Beach, Fla.	USNRTC	Riviera Beach 3-1040
San Diego, Calif.	ComEleven, SSO	BElmont 2-3871, X374, X774
	Benefits—Insurance	BElmont 2-3871, X659
	Movies	BElmont 2-3871, X580
	Athletic Office	BElmont 2-3871, X375
	Publicity—Info.	BElmont 2-3871, X379
	Library	BElmont 2-3871, X338
	NMPX	BElmont 2-3871, X224
San Francisco, Calif.		MARKet 1-3828, X380, X381, X382, X383
Savannah, Ga.	Civilian Source	Savannah 3-3067
Seattle, Wash.	ComThirteen, SSO	ALder 5200, X575
	NavSta, SSO	ALder 5200, X859
St. Petersburg, Fla.	NRTC	St. Petersburg 7-2360
Tacoma, Wash.	NavSta, SSO	MARKet 9151, X115
Tampa, Fla.	NRTC	Tampa 4-3734
Washington, D. C.	PRNC, SSO	Lincoln 7-5700, X680
Wilmington, N. C.	NRTC	Wilmington 2-8529
Yorktown, Va.	NavMinDpt, SSO	Yorktown 2111, X415
	NavSch, Mine Warfare, SSO	Yorktown 2111, X733

How to Get the Most Out of Your Navy Recreation Funds

DID you ever stop to realize that you, as a Navyman, are a stockholder—a “stockholder” in the Navy’s recreation fund?

Every time you make a purchase in your ship’s store or Navy Exchange, you’re adding to your “shares.” Reason for this is that the profits from the Navy Exchanges and ship’s stores where you do your shopping go into the recreation fund.

Actually, there are three types of Navy recreation funds. The one you’re mostly concerned with is your Unit Fund, which was formerly known as the “Local” Recreation Fund. Then there is the Command Recreation Fund which is controlled by your type commander. Last, but not least, there is the BuPers Central Recreation Fund.

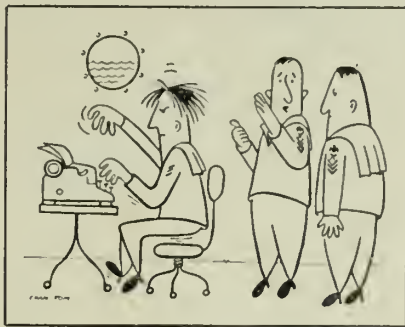
The Central Recreation Fund, operated by BuPers on a share of the profits of the Navy Exchanges and ship’s stores is used for the benefit of all Navy personnel to promote recreation on board all types of ships and shore activities, and to assist by loans and grants to attain an expanded recreation program.

If your unit has no ship’s store or Navy Exchange, your recreation money comes from your type command recreation fund. If the Command Recreation Fund is unable to finance a request, the administrator may forward the request to the Chief of Naval Personnel with the recommendation that the money be allocated from the BuPers Central Recreation Fund. If the request is approved, BuPers mails a check direct to the ship or activity.

But the main item is this: Are you collecting “dividends” on your investments? One of the ways you collect “on your stocks” is by taking advantage of the wide range of athletic and recreation programs financed by your recreation fund.

“But I’m on a destroyer and we’re operating just about every day. How can I take advantage of these recreation opportunities?”

Very easily. You’ve probably attended some of your ship’s dances, parties, picnics and the nightly movie. Your recreation fund helped to finance these. Also, your ship’s athletic teams are sponsored by the fund. The money for the intramural sports program came from here.



“He used to be a concert pianist.”

Even some of the books in your ship’s library were bought with money from the rec fund.

Another way you may “collect” on your investment is when your ship pulls into some port, such as Norfolk, San Diego or Pearl. At these ports, and also many others, there are recreation facilities ashore for your use. The facilities include such things as tennis courts, swimming pools, softball diamonds and EM clubs.

Even at the Navy’s overseas installations, there are many facilities and services available. And it’s not too difficult a job to find the person who can help you make full use of them.

The big clearing house for the collection of recreation “dividends” is your Enlisted Recreation Committee. This group, working through the Special Services Officer, can help to establish a well-rounded athletic and recreation program. Find out who your division representative to the ERC is, and make your ideas or needs known to him.

It is your special Services Officer or the Enlisted Recreation Committee who can get the information on what’s available in the line of recreation at the various ports your ship visits. A good source for this information is the District Special Services Officer.

In addition, many naval commands have published pamphlets which contain a gold mine of data as to what’s available on the sports and recreation menu. Other good sources are the chaplains at various stations and if in a foreign port, the local American consul and church missionaries.

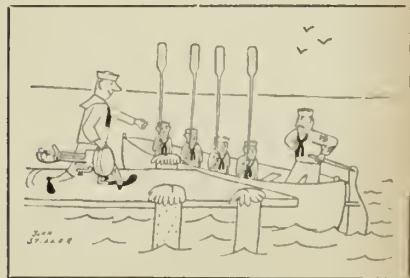
Naturally, you’ll find the biggest

assortment of organized leisure-time activities at ports where there are naval activities. As mentioned before, the District Special Services Officer is a good man to see. He’s the liaison between your ship and shore-based activities.

Although these facilities and services will vary depending on the locality, here are a few things the District Special Services Officer may have to offer:

- A list of recreation facilities, both civilian and military, such as swimming pools, beaches, tennis courts, bowling alleys and EM clubs.
- Free tickets to stage, radio and television shows.
- Athletic fields, picnic grounds and gyms for your use.
- Advice on your ship’s party, dance or group tour.
- Where athletic events, such as basketball, baseball, football and hockey games, are being held.
- A list of places to visit while ashore, such as zoos, museums, art galleries and points of historical interest.
- Tournaments and leagues in which your ship’s athletic teams may participate.
- Information on occasional events, such as symphonies, vaudeville shows, photo clubs, and dances and parties to which sailors are invited.
- A list of movies playing at both military and civilian theaters.
- Special sight-seeing tours.

To aid further in the planning by your ship’s Special Services Officer, BuPers has compiled an official list of overseas shore-based Special Services Offices. This list does not include any CinCNeM SSOs; it is understood each ship operating in the Eastern Atlantic and Mediterranean Area is already furnished this information.



Information for Navymen Applying for a Tour of Shore Duty

HERE'S a roundup of the latest dope on sea/shore rotation and the BuPers Shore Duty Eligibility List (SDEL)—the Navy's method of filling personnel requirements of shore activities with men who rate a tour of duty on the beach.

First, several changes in requirements for placement on the SDEL have been announced in BuPers Inst. 1306.20B. The more important of these are:

- Sea duty requirements have been reduced for 28 enlisted ratings and increased for four (see Table).
- Required obligated service (computed from the transfer date

listed in your orders from BuPers) has been set at *two* years for men in pay grades E5 and above, while pay grades E4 and below need have only *one* year of obligated service. Prior to the new instruction, a man had to have obligated service equal to the normal tour of shore duty for his rate.

- The length of a normal tour of shore duty has been upped to three years for AC and TD ratings. USNR personnel in the SN, SA, FN and FA brackets will be eligible for only 12 months ashore (most of these men are on two-year active duty tours so this will allow them to get in a lit-

tle sea duty), while the tour for Regular Navy SNs, SAs, FNs and FAs remains 18 months. And, regardless of present rate, personnel who have never served at sea but were assigned to shore duty as SN, SA, FN or FA, upon completion of recruit training or as designated strikers after graduation from a class "A" school, will rate only 18 months of shore duty.

A normal tour of shore duty remains two years for all other personnel except men in the HMC, HM1, DTC, DT1, YN, PN and JO brackets, who have a normal shore duty tour of three years.

Months of Sea Duty Needed to Get on SDEL Waiting List

This is the word on how many months' sea duty you must put in before you're eligible to file your shore duty card.

The requirements listed below are for eligibility to submit a request for placement on BuPers'

Shore Duty Eligibility List and *should not* be interpreted as defining a tour of sea duty. The SDEL is essentially a "waiting list" for men who desire shore duty.

To find out how many months' sea duty you must have to request

shore duty, look in the first column for your rating, then follow straight across to your pay grade. The figure appearing there is your answer—in months.

Now check SDEL to find out how you stand in regard to shore duty.

RATING	PAY GRADE				DESIGNATED STRIKERS
	E-7	E-6	E-5	E-4	
BM	36	48	48	48	48
QM	48	48	36	36	36
RD	18	24	24	24	24
SO	18	24	24	24	24
TM	48	48	36	36	36
GM	48	48	48	36	36
FT/FC	18	18	36	36	36
MN	18	18	18	18	18
ET	18	18	24	24	24
IM	36	36	24	24	24
OM	36	36	24	24	24
TE	18	18	24	24	24
RM	36	36	36	24	24
CT	18	18	18	18	18
YN	18	18	18	18	18
PN	18	18	18	18	18
SK	24	24	18	18	18
DK	18	18	18	18	18
CS	36	24	24	24	24
SH	24	48	48	36	36
JO	18	18	18	18	18
PI	24	24	24	24	24
LI	24	24	24	24	24
DM	18	18	18	18	18
MU	24	24	24	24	24
MM	48	48	48	36	36
EN	48	48	36	36	36
MR	48	48	36	36	36
BT	48	48	48	48	48
EM	48	48	36	36	36
IC	48	48	36	36	36
ME	48	48	36	36	36
FP	48	48	36	24	24

RATING	PAY GRADE				DESIGNATED STRIKERS
	E-7	E-6	E-5	E-4	
DC	36	36	36	24	24
PM	48	48	36	36	36
ML	48	48	36	36	36
SV	18	18	18	18	18
CE	18	18	18	18	18
CD	24	24	24	24	24
CM	24	24	24	24	24
BU	24	24	24	24	24
SW	24	24	24	24	24
UT	18	18	18	18	18
AD	24	24	24	18	18
AT	24	24	18	18	18
AL	24	24	18	18	18
AO	24	24	24	18	18
AC	18	18	18	18	18
AB	24	24	24	18	18
AE	24	24	18	18	18
AM	24	24	18	18	18
PR	24	24	18	18	18
AG	24	24	24	18	18
TD	18	18	18	18	18
AK	24	24	18	18	18
AF/PH	24	24	18	18	18
HM/DT	18	18	18	18	18
HN/HA					18
DN/DA					18
SD	36	36	36	36	
TN/TA					24
AN/AA					24

Requests from SN/SA, FN/FA and CN/CP are not authorized as these personnel usually may expect to remain on sea duty until qualified either as a striker or PO in one of the ratings above.

The instruction points out, however, that if the needs of the service require transfer from shore duty before completion of the periods specified above, continuous duty performed for a period of 12 months or more will be considered to have been a complete tour of shore duty. Only in exceptional cases will consideration be given to a waiver of this rule.

While the primary requisite for being placed on the Bureau SDEL is fulfillment of sea duty requirements, the eligibility list is restricted to deserving personnel and the Chief of Naval Personnel may reject requests of personnel otherwise eligible if there is a history of disciplinary offenses.

All requests for BuPers-controlled shore duty must be submitted on the "Shore Duty Request Card" (NavPers 2416, Rev. 5-51) and forwarded to the Chief of Naval Personnel (Attn: B-211k) via your CO.

Space is provided on the card for listing three choices of location for your shore duty, it is not necessary to list more than one. Choices should be listed as one of the naval districts, PRNC, SRNC, CNATRA or CNATE and the preferred location within the command.

For instance, a man who wants duty in Long Beach, Calif., should list his first choice as "11ND (Long Beach, Calif.)."

"Anywhere in the U. S." may be listed as either first, second or third choice. Although it is not necessary to list this phrase at all, it will usually get you ashore faster, since you do not have to wait for an open billet for your rate in one particular area.

Also, if you do list more than one choice be sure the choices are in different naval districts.

The front of the request card has a space at the bottom which should be used to indicate the naval school or training course, if any, for which a man is recommended and fully qualified. "Volunteer" or "non-volunteer" should be listed after naming the school or course entered in this space. If a man is not considered qualified or recommended for a school or course, the forwarding command will enter a statement to that effect in the space below the double line on the front of the card.

Once the initial card has been submitted, *it is up to you, yourself, to notify the Bureau (Attn: Pers B-*

WHAT'S IN A NAME

Leathernecks and Devil Dogs

The term "Leatherneck" was apparently given the Marines by Navymen and was suggested by the leather-lined collar or "stack" formerly worn as part of the uniform of the Carps.

This collar, made stiff by a thin leather band on the inside, was designed to give a more military appearance to the uniform. The collar was about the same height as the collars on the dress uniform of the present.

However, when this collar became wet with perspiration it often caused discomfort as well as throat trouble and was consequently abolished by the Marine Carps shortly after 1875.

Another nickname earned by the Carps in World War I was that of "Devil Dog."

"Teufelhunde," the German equivalent of "devil dogs" is the name that the Germans are reported to have given to American Marines after the fighting around



Chateau-Thierry in 1918. The original "Teufelhunde" were fierce and fiendish dogs mentioned in a Bavarian legend.

German prisoners captured during battle said the American Marines "fought like devil dogs."

211k) of any changes in permanent duty station, rate or shore duty preference. Such changes are made by completing a new card, prominently marked with the words "CORRECTED CARD," and mailing it to the Bureau. Changes not forwarded in this manner will be returned without any action having been taken.

Men whose names are on the SDEL, but who have not received shore duty orders prior to expiration date of their enlistment (as indicated on their Shore Duty Request Card), will not be considered further until such time as they notify BuPers of their reenlistment or extension of enlistment. This is done by following the "Corrected Card" procedure.

In the event a man desires to cancel his shore duty request he should notify BuPers by letter, via his CO.

For a complete roundup on the various types of shore duty and questions concerning them, check ALL HANDS for July 1954; but here is a brief list of the types available:

- Bureau Shore Duty—Duty assigned by the Chief of Naval Personnel. This is the type discussed here, and covered by the list on the following pages.

- Fleet Shore Duty—This is duty at a shore-based fleet activity within the U. S. and is assigned by a service

force or type commander from a separate eligibility list. Generally, this is duty with Reserve Fleets and aviation squadrons.

- Reeruiting Duty — While this type of duty is more difficult to get than Bureau or Fleet shore duty, a longer wait on the eligibility list is frequently more than compensated for by the location of the duty finally assigned. Requests for reeruiting duty must be submitted in letter form, in accordance with BuPers Inst. 1336.1A.

- Instructor Duty — Although this duty (in naval schools or recruit training commands) is not considered by some personnel to be as "good" as some other types, the waiting list is smaller and it is the only list on which a man may remain while simultaneously enjoying a position on the Bureau SDEL. Requests should be made in accordance with BuPers Inst. 1306.22.

- Overseas Shore Duty — Duty at shore activities or on board non-rotated vessels outside the U. S. Assignment to this type duty is made by the Service Force commander concerned, and such service counts as sea duty for Bureau SDEL purposes. As a rule, men serving in such billets must complete the normal tour of duty for that location, before being eligible for Stateside duty.

Check Your Status by Rate and Location on

(Status as of)

ALL HANDS presents the table below approximately every six months to give Navy men afloat and overseas some idea of their standing on the BuPers Shore Duty Eligibility List. It is designed to offer you as much information as possible concerning your rate and the locations you have selected as choices for shore duty.




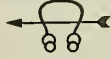




Here's how you can use this chart to compute your approximate position on the SDEL: Check down the list until you come to your rate and then read across the column until you come to the location or locations that you have listed on your Shore Duty Request Card.

Under each naval district or other command listed you will see two different dates, for example "12-48/10-49." The first date in this case (December 1948) is the date the top man on the SDEL in your rate began his sea duty tour. The second date (October 1949) is the date the fourth man from the top of the list in your rate began his sea duty tour. Where only one date appears it means that there are less than four men of that

rate on the SDEL for that locality. If no date appears, no man of that rate has requested the district or area indicated; if "No Allow." appears, then there is no allowance for your rate in that district or command.

By studying the table it is possible to make a fair guess as to the district or districts in which you would have the best chance of getting duty. For example, you are a BMC with sea duty commencing October 1950, and you have requested duty in ComONE. By looking at the place indicated on the table (first column, first line) you can see that you are among the first four men on the SDEL for ComONE.

Or, supposing you are a BM2 who has not yet requested shore duty, and your sea duty began in January 1948. By looking at the chart you can decide which district would be your best bet. You would be high on the list if you requested any district indicated except the Third or Fourth. For those two, your standing would be somewhere below the first four BM2s.

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Boatswain's Mate 	BMC BM1 BM2 BM3 BMSN/SA	8-50/1-51 8-45/9-48 6-46/2-48 6-48/9-48 11-48/10-50	8-49/1-50 3-42/6-47 6-46/11-47 12-41/5-48 9-48/10-50	2-50/8-50 3-42/2-48 2-47/12-47 8-41/7-47 9-48/12-50	9-48/1-51 8-48/11-49 3-47/2-48 2-49/4-49 3-51/-	5-42/1-50 4-48/8-49 12-45/3-48 1-49/3-49 5-48/-	4-50/10-50 2-46/8-49 10-47/3-48 8-46/3-48 11-48/1-51	9-50/12-50 10-47/8-48 12-47/3-48 12-47/3-48 2-48/9-50
Quartermaster 	QMC QM1 QM2 QM3 QMSN/SA	3-49/6-49 10-46/12-46 5-46/1-48 10-49/8-50 -	12-44/12-49 12-45/12-46 6-46/2-48 11-43/2-50 -	4-47/12-48 11-43/10-46 5-46/1-48 11-43/5-50 10-50/-	10-49/12-49 5-47/12-47 3-47/5-48 9-50/- -	8-42/6-49 7-45/3-47 8-47/2-48 6-48/8-49 -	5-40/1-50 11-43/10-46 10-47/3-48 7-48/8-50 10-47/-	4-49/1-50 1-46/5-47 8-47/1-48 7-48/7-49 10-47/-
Radarman 	RDC RD1 RD2 RD3 RDSN/SA	12-47/- 12-46/4-47 2-48/10-48 - -	12-47/11-50 3-46/10-47 9-48/2-50 11-50/- -	11-47/3-52 5-46/12-47 6-47/10-48 11-51/- -	11-48/- 10-47/7-48 7-48/3-51 3-52/- -	11-50/- 12-46/1-48 3-48/11-48 - -	11-48/- 3-47/1-48 6-47/8-48 - 7-51/-	3-50/9-52 12-46/11-47 4-48/2-49 1-51/- -
Sonorman 	SOC SO1 SO2 SO3 SOSN/SA	No allow. 5-49/8-50 6-47/7-49 2-49/8-50 -	1-49/- 4-49/5-51 7-48/12-49 No allow. No allow.	3-41/- 6-50/- 3-49/- 1-43/4-51 -	11-51/- 12-46/11-50 - - -	No allow. 12-46/2-49 No allow. 1-49/6-50 3-51/-	5-44/11-51 No allow. 1-51/- - -	10-50/12-51 6-48/6-50 9-50/- 5-50/5-52 -
Torpedoman's Mate 	TMC TM1 TM2 TM3 TMSN/SA	9-39/8-49 3-43/6-49 10-41/6-50 7-48/- -	6-46/- 5-44/1-48 5-48/10-48 - -	4-48/- 10-46/- 12-40/4-48 No allow. -	- - 1-48/- 4-49/- -	4-49/7-49 11-49/- 12-40/8-50 - -	6-48/- - 11-45/10-50 No allow. -	7-46/6-50 10-43/6-48 5-43/4-48 6-49/- -
Gunner's Mate 	GMC GM1 GM2 GM3 GMSN/SA	11-46/- 2-42/8-43 2-47/10-47 3-47/12-47 -	7-50/- 3-44/2-45 11-46/2-47 1-48/7-48 -	5-49/7-50 9-43/9-45 11-46/4-47 4-48/7-48 -	- 9-43/3-47 1-48/4-48 1-49/10-49 -	- 6-42/5-44 5-47/12-47 12-47/4-48 -	- 8-44/3-47 11-47/1-48 5-46/2-48 2-48/-	1-41/- 8-44/5-47 10-47/12-47 3-47/5-48 2-48/4-51
Fire Control Technician and Fire Controlman 	FTC FCC FT1 FC1 FT2 FC2 FT3 FC3 FTSN/SA FCSN/SA	3-50/6-52 11-42/9-47 No allow. No allow. No allow. -	5-47/- 10-46/4-48 1-47/1-49 1-48/5-50 -	5-47/- 8-46/9-47 4-45/11-47 No allow. No allow.	11-40/- 4-46/- 7-47/- 11-47/- -	6-43/7-49 8-46/2-48 4-45/4-48 2-46/8-48 -	1-50/- 9-43/2-47 7-47/10-48 2-48/11-48 -	6-36/6-50 9-43/12-47 6-45/7-47 10-47/5-48 -
Minemon 	MNC MN1 MN2 MN3 MNSN/SA	- - - - -	- - - 5-52/- -	No allow. No allow. - - -	- - - - -	- - - - -	No allow. No allow. No allow. No allow. -	- No allow. No allow. No allow. -
Electronics Technician	ETC ET1	3-50/- 7-47/12-48	11-48/- 6-48/5-49	- 4-49/3-50	10-48/- 7-52/-	10-49/- 6-48/9-48	7-48/- 4-48/11-48	3-51/- 9-47/6-50

Latest BuPers Shore Duty Eligibility List

Sep 1954)

When you start checking this list, note that some rates are not included in the personnel allowance for some districts and commands. You should know which districts these are, so that when you submit your shore duty request or a change to your request, you can be sure that the district you desire has an allowance for your rate.

In all cases when submitting your shore duty request it is advisable for you to take into consideration the column indicating duty "Anywhere U. S." Personnel who list "Anywhere U. S." on their requests are given consideration for assignment to any district for which they would have more sea duty than the top man on the list who has requested that district only.

Finally, here are several things you must remember studying this table:

- The Bureau's Shore Duty Eligibility List is subject to frequent change as new requests are received. While you might be No. 3 man this month you could drop to

No. 6 or No. 7 by next month if other men of your rate submit requests for the district you have chosen and these men have more sea duty than you.

- This table shows your standing on the Bureau's SDEL only. It contains no information for men who have put in requests for Fleet Shore Duty Eligibility Lists or for Recruiting or Instructor duty lists.

- Personnel who fall under either of the following categories are not included in the table below:












1. Men serving on overseas duty or non-rotated ships whose dependents are overseas with them and who have not completed a full tour of duty at that station.

2. Men serving on overseas duty or non-rotated ships whose dependents are not with them, but who have completed less than twelve months of a normal tour of duty in that location.

- Certain ratings, such as MU, MA, CT, TD and AG, are not included because they are subject to special detailing.








COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
6-46/8-49 7-43/6-48 4-48/8-48 9-48/3-49 4-49/8-51	1-47/3-50 1-48/3-49 8-48/9-48 9-48/2-49 4-49/- - -	1-49/2-50 11-49/1-50 6-48/9-48 10-48/2-49 12-50/- - -	6-48/- - - 12-45/5-49 6-48/7-48 4-48/4-49 3-51/- - -	12-50/- - - 6-48/9-49 6-48/10-48 2-49/9-49 - - - - -	5-42/8-50 3-42/7-49 12-47/6-48 10-48/1-49 5-48/8-51	- - - - - 5-50/- - - 9-47/3-50 7-48/5-49 9-50/- - -	7-48/11-49 6-47/8-48 6-46/6-48 12-41/12-48 4-49/11-49	BMC BM1 BM2 BM3 BMSN/SA
10-41/1-48 4-43/5-46 2-48/2-48 5-48/11-50 2-48/- - -	4-49/9-49 5-45/6-47 12-47/2-48 2-49/12-50 - - - - -	11-48/6-49 3-44/4-47 2-48/11-48 10-48/5-51 - - - - -	1-49/3-50 7-45/5-48 12-48/8-49 8-50/- - - - - - - -	6-49/- - - 3-47/5-48 12-48/1-51 - - - - - - - - - -	4-49/3-50 11-46/11-47 8-47/3-48 7-48/8-50 2-51/- - -	No allow. 3-47/- - - 7-48/7-50 No allow. No allow.	10-49/12-49 5-45/10-46 5-46/2-48 2-49/9-50 10-50/- - -	QMC QM1 QM2 QM3 QMSN/SA
11-46/9-51 7-47/12-47 7-48/11-48 - - - - -	9-50/11-52 7-47/12-47 7-48/10-48 - - - - -	4-41/- - - 10-47/8-48 3-48/11-48 1-51/- - - - - - - -	- - - - - No allow. 2-49/- - - 11-51/- - - - - - - -	No allow. 4-47/5-50 - - - - - No allow. - - - - -	11-50/- - - 3-47/12-47 3-48/11-49 - - - - - 7-51/- - -	No allow. No allow. No allow. No allow. No allow.	12-47/9-50 3-47/9-47 3-48/7-48 - - - - - - - - - -	RDC RD1 RD2 RD3 RDSN/SA
5-44/2-50 11-46/4-48 8-48/7-50 9-50/10-51 - - - - -	1-52/- - - 11-46/2-49 8-48/7-51 - - - - -	No allow. No allow. 4-48/3-52 No allow. - - - - -	- - - - - 5-52/- - - - - - - - No allow. - - - - -	No allow. 5-52/- - - No allow. No allow. - - - - -	No allow. No allow. No allow. No allow. No allow.	No allow. 1-51/4-52 1-51/- - - - - - - - - - - - -	3-41/8-50 12-46/2-49 7-50/1-51 2-51/4-51 - - - - -	SOC SO1 SO2 SO3 SOSN/SA
3-38/12-49 2-42/- - - - - - - -	11-39/2-50 8-40/- - - - - - - -	4-37/8-46 - - - - - 6-48/- - - - - - - -	- - - - - 1-48/- - - 12-48/- - - No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	6-48/- - - - - - - - 12-49/- - - - - - - - - - - - -	No allow. No allow. No allow. No allow. No allow.	9-49/- - - 4-49/- - - 1-48/12-49 4-49/- - - - - - - -	TMC TM1 TM2 TM3 TMSN/SA
5-38/2-41 9-42/2-45 10-47/1-48 7-48/3-49 7-48/- - -	7-48/8-49 2-44/7-46 11-47/1-48 7-48/7-50 7-48/- - -	11-38/9-49 8-44/11-46 11-47/3-48 4-48/10-49 - - - - -	8-49/- - - 5-44/7-47 11-47/1-48 2-46/8-48 4-51/- - -	3-50/- - - No allow. 2-48/10-48 7-48/- - - - - - - -	- - - - - 6-42/3-46 11-47/1-48 5-46/2-48 - - - - -	No allow. No allow. No allow. No allow. No allow.	5-49/- - - 8-44/9-46 4-44/5-47 7-48/7-48 7-48/- - -	GMC GM1 GM2 GM3 GMSN/SA
6-42/4-48 6-46/3-48 7-47/1-49 12-47/5-48 - - - - -	9-48/10-50 11-47/5-48 10-47/7-49 12-47/3-50 - - - - -	7-48/9-50 2-50/- - - No allow. No allow. No allow.	4-48/- - - 10-46/9-50 12-47/- - - 8-48/- - - - - - - -	- - - - - - - - - - - - - - - 4-49/- - - - - - - -	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	7-48/12-49 7-46/2-47 5-46/7-47 2-46/1-48 - - - - -	FTC FCC FT1 FC1 FT2 FC2 FT3 FC3 FTSN SA FCSN/SA
No allow. - - - - - No allow. - - - - -	- - - - - 9-50/- - - - - - - -	- - - - - - - - - - 5-49/- - - - - - - -	- - - - - - - - - - - - - - - - - - - -	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	- - - - - - - - - - 9-50/- - - 5-49/- - - - - - - -	MNC MN1 MN2 MN3 MNSN/SA
5-48/3-51 3-48/3-51	5-46/10-51 3-48/4-49	5-52/- - - 5-48/- - -	- - - - - 11-48/2-52	- - - - - - - - - -	10-50/- - - 7-48/3-51	- - - - - - - - - -	3-51/- - - 9-47/1-49	ETC ET1

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Electronics Technician (cont.) 	ET2 ET3 ETSN/SA	— — — — 10-51/— — — — — —	— — — — — — — — — — — —	— — — — — — — — — — — —	— — — — — — — — — — — —	1-52/— — — — — — — — — —	5-51/— — 10-49/— — — — — —	— — — — 10-51/— — — — — —
Instrumentman 	IMC IM1 IM2 IM3 IMSN/SA	No allow. — — — — No allow. No allow. No allow.	No allow. — — — — No allow. No allow. No allow.	No allow. — — — — No allow. No allow. No allow.	— — — — — — — — — — — — — — — — — — — —	7-50/— — 10-50/— — No allow. No allow.	No allow. — — — — No allow. No allow. No allow.	— — — — — — — — No allow. No allow. No allow.
Opticalman 	OMC OM1 OM2 OM3 OMSN/SA	— — — — — — — — No allow. No allow. No allow.	No allow. — — — — — — — — No allow. No allow.	No allow. — — — — No allow. No allow. No allow.	No allow. — — — — No allow. No allow. No allow.	No allow. 8-48/— — No allow. No allow.	No allow. — — — — No allow. No allow. No allow.	5-49/— — — — — — — — — — — — — — — — — —
Teleman 	TEC TE1 TE2 TE3 TESN/SA	9-49/— — 2-48/2-52 12-46/— — — — — — — — — —	6-52/— — 8-48/9-49 — — — — 11-51/— — — — — —	9-49/— — 7-50/4-52 11-48/— — — — — — — — — —	— — — — 8-51/— — — — — — — — — — — — — —	12-51/— — 12-46/2-52 5-48/— — 2-49/4-52 1-52/— —	9-49/— — 10-47/1-52 7-52/— — 2-49/— — — — — —	11-48/— — 4-48/6-49 — — — — 10-51/6-52 6-52/— —
Radioman 	RMC RM1 RM2 RM3 RMSN/SA	5-49/2-50 6-42/12-48 4-48/12-48 — — — — — — — —	7-47/6-50 6-42/5-47 3-47/4-48 6-48/— — — — — —	7-47/2-50 12-42/4-48 2-48/2-49 4-52/— — — — — —	7-48/12-49 12-47/12-48 10-48/3-50 7-52/— — — — — —	7-48/4-49 4-42/7-48 12-48/7-49 12-51/— — 1-52/— —	4-48/10-49 4-42/5-48 9-48/5-49 9-51/— — — — — —	3-48/12-49 6-47/6-48 9-47/6-49 12-51/5-52 — — — —
Yeoman 	YNC YN1 YN2 YN3 YNSN/SA	2-51/7-52 1-49/— — — — — — — — — — — — — —	10-51/— — 1-49/11-52 2-51/2-52 — — — — 10-51/— —	— — — — 10-50/10-51 6-50/10-51 — — — — 10-51/— —	3-52/— — 7-52/— — — — — — — — — — — — — —	8-52/— — 11-50/4-51 11-50/9-51 11-48/— — — — — —	4-52/— — 6-50/4-51 6-51/12-51 12-51/— — — — — —	5-51/— — 11-50/9-51 10-50/— — — — — — — — — —
Personnel Man 	PNC PN1 PN2 PN3 PNSN/SA	— — — — 10-52/— — — — — — — — — — — — — —	— — — — 7-52/— — 3-49/10-51 1-50/— — 12-51/— —	— — — — 7-51/8-52 10-51/— — 1-50/— — 12-51/— —	— — — — — — — — — — — — 1-52/— — — — — —	— — — — 8-52/— — — — — — 1-51/— — — — — —	— — — — — — — — — — — — 12-43/— — — — — —	— — — — 4-51/— — — — — — 2-52/— — 12-50/— —
Storekeeper 	SKC SK1 SK2 SK3 SKSN/SA	3-52/— — 7-50/9-51 2-52/— — — — — — — — — —	10-49/7-51 11-50/1-52 11-49/1-52 — — — — — — — —	3-51/4-52 7-50/9-51 11-49/— — 6-48/— — — — — —	7-51/2-52 8-51/10-51 — — — — — — — — 7-52/— —	6-51/10-51 6-47/7-51 10-47/— — 1-52/— — 7-52/— —	2-51/6-51 8-48/8-51 9-50/— — 7-49/— — — — — —	7-51/7-52 4-50/8-51 9-51/— — — — — — — — — —
Disbursing Clerk 	DKC DK1 DK2 DK3 DKSN/SA	— — — — 8-52/— — — — — — — — — — 6-52/— —	6-52/— — 10-48/11-52 10-51/— — 3-51/— — — — — —	— — — — 10-48/— — 10-51/— — 3-51/— — — — — —	— — — — 7-52/10-52 — — — — — — — — — — — —	— — — — — — — — 12-51/— — 5-52/— — — — — —	— — — — 4-52/— — 4-51/— — — — — — — — — —	— — — — 2-52/3-52 — — — — 5-52/— — — — — —
Commissaryman 	CSC CS1 (Caok) CS1 (Butcher) CS1 (Baker) CS1 (NJC3001) CS2 (Cook) CS2 (Butcher) CS2 (Baker) CS3 (Caok) CS3 (Butcher) CS3 (Baker) CSSN/SA (Caok) CSSN/SA (Butcher) CSSN/SA (Baker)	3-51/8-51 1-47/11-50 7-52/— — 8-51/3-52 3-50/— — 3-51/8-51 — — — — 11-48/5-50 6-52/— — — — — — 3-50/3-51 — — — — — — — — — — — — — — — — 4-52/— —	6-48/3-51 6-46/7-47 7-52/— — 4-46/11-49 4-48/— — 6-46/12-50 2-47/— — 1-49/3-50 1-50/10-50 — — — — 10-50/5-51 3-51/— — — — — — — — — — — — — — 4-52/— —	6-48/5-51 4-46/11-49 4-46/9-51 3-47/— — 6-44/1-49 11-48/3-50 9-48/11-50 — — — — 9-50/1-51 3-51/— — — — — — — — — — — — — — — — — — 10-46/— —	2-38/5-51 7-49/7-51 — — — — 8-50/2-52 11-50/— — 2-52/6-52 — — — — 8-50/— — 2-52/— — — — — — 2-52/— — 6-52/— — — — — — — — — — — — — —	12-48/3-51 9-48/9-50 — — — — 1-50/8-51 6-52/— — 6-44/8-50 7-52/— — 1-50/3-51 9-51/— — — — — — 2-51/9-51 — — — — — — — — — — — — 10-51/— —	12-48/5-51 12-49/1-51 — — — — 8-51/2-52 — — — — 12-44/10-48 7-52/— — 1-51/1-52 12-51/— — — — — — 11-50/3-52 12-51/— — — — — — 5-48/— — — — — — 10-51/— —	12-50/7-51 6-48/2-52 — — — — 10-47/1-52 — — — — 10-51/— — — — — — 1-49/12-51 8-50/— — 8-52/— 4-52/— —
Ship's Serviceman 	SHC SH1 (Stare) SH1 (Cobbler) SH1 (Barber) SH1 (Tailor) SH1 (Laundry) SH2 (Stare) SH2 (Cobbler) SH2 (Barber) SH2 (Tailor) SH2 (Laundry) SH3 (Store) SH3 (Cobbler) SH3 (Barber) SH3 (Tailor) SH3 (Laundry) SHSN/SA (Stare)	11-49/— — 8-46/12-49 — — — — 3-48/— — 7-50/— — 4-46/1-47 — — — — — — — — — — — — — — — — 10-46/4-47 — — — — — — — — — — — — — — — — 1-48/5-48 — — — — — — — —	11-50/— — 8-46/12-49 — — — — 1-47/— — 6-50/— — 8-46/1-47 8-50/— — — — — — 12-47/— — — — — — 10-46/4-47 — — — — — — — — — — — — — — — — 2-48/5-48 — — — — — — — —	5-50/— — 2-46/— — 5-48/— — — — — — 9-46/— — 11-46/1-47 — — — — — — — — 11-47/— — — — — — 12-46/2-48 — — — — — — — — — — — — — — — — 12-47/4-48 — — — — — — — —	7-51/10-51 3-49/— — — — — — — — — — — — — — 6-46/7-47 — — — — — — — — 11/50/— — — — — — 12-46/12-47 — — — — — — — — — — — — — — — — 2-48/8-48 — — — — — — — —	5-50/6-51 11-45/2-48 — — — — 5-45/— — 3-48/— — 10-45/1-47 12-48/— — — — — — 7-50/— — 3-48/— — 10-46/5-47 — — — — — — — — — — — — 7-48/— — 11-44/2-48 — — — —	4-51/— — 10-47/3-49 — — — — 12-49/— — 2-48/— — 3-47/6-47 12-48/— — 1-48/— — — — — — — — — — 10-46/3-47 8-50/— — — — — — — — — — — — — — 11-44/7-48 — — — —	11-49/— — 3-48/1-50 5-48/— — — — — — — — — — 8-46/5-47 — — — — 8-48/— — — — — — — — — — 3-47/10-47 — — — — — — — — — — — — — — — — 6-47/5-48 — — — —










COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
5-51/-	2-44/-	2-44/-	-	-	5-51/-	-	-	ET2 ET3 ETSN/SA
8-44/-	No allow. 10-50/-	No allow. No allow. No allow. No allow.	10-50/-	No allow. No allow. No allow. No allow.	No allow.	No allow. No allow. No allow. No allow.	-	IMC IM1 IM2 IM3 IMSN/SA
7-48/-	7-48/-	No allow.	-	No allow.	-	No allow.	7-48/-	OMC OM1 OM2 OM3 OMSN/SA
No allow.	No allow.	5-49/-	5-49/-	No allow.	No allow.	No allow.	5-49/-	TEC TE1 TE2 TE3 TESN/SA
No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	8-48/-	RMC RM1 RM2 RM3 RMSN/SA
No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	7-48/-	YNC YN1 YN2 YN3 YNSN/SA
5-51/3-52	1-53/-	11-48/-	4-52/-	-	5-51/-	-	5-51/-	PNC PN1 PN2 PN3 PNSN/SA
4-50/-	4-50/-	9-52/-	7-50/6-52	1-51/-	6-49/1-52	-	8-48 8-52	SKC SK1 SK2 SK3 SKSN/SA
-	6-48/-	-	-	No allow.	-	-	-	DKC DK1 DK2 DK3 DKSN/SA
10-51/-	10-51/-	11-51/-	10-51/-	-	2-49/4-52	-	-	CSC CS1 (Cook) CS1 (Butcher) CS1 (Baker) CS1 (NJC3001) CS2 (Cook) CS2 (Butcher) CS2 (Baker) CS3 (Cook) CS3 (Butcher) CS3 (Baker) CSSN/SA (Cook) CSSN/SA (Butcher) CSSN/SA (Baker)
6-52/-	-	-	-	-	1-52/-	-	1-52/-	SHC SH1 (Store) SH1 (Cobbler) SH1 (Barber) SH1 (Tailor) SH1 (Laundry) SH2 (Store) SH2 (Cobbler) SH2 (Barber) SH2 (Tailor) SH2 (Laundry) SH3 (Store) SH3 (Cobbler) SH3 (Barber) SH3 (Tailor) SH3 (Laundry) SHSN/SA (Store)
11-48/2-49	4-39/5-49	8-38/5-49	4-48/4-50	No allow.	9-48/4-50	5-50/-	3-48 6-49	
11-45/8-48	5-44/6-48	10-47/1-49	12-47/11-48	No allow.	12-42/8-48	8-50/-	4-42 6-48	
2-48/9-48	9-47/3-49	3-49/3-50	2-49/2-50	12-49/2-51	12-48 5-49	4-48/-	2-48/2-49	
-	12-50/-	-	9-51/-	No allow.	9-51/2-52	-	9-51/-	
-	-	-	1-52/-	No allow.	-	-	1-52/-	
8-51/7-52	9-51/9-52	8-51/9-52	8-51/-	4-52/-	8-52/-	-	8-51/-	
5-51/8-52	9-52/11-52	6-50/9-52	8-51/7-52	7-52/-	11-50/9-51	7-52/-	7-52/-	
11-50/-	1-51/-	2-51/-	3-51/-	4-51/-	10-50/12-51	6-50/-	11-50/-	
-	1-51/-	-	-	-	12-51/-	-	-	
-	-	-	-	-	-	-	-	
11-46/-	11-46/-	-	4-51/5-52	-	7-51/12-52	No allow.	-	
-	-	3-49/-	-	-	-	-	-	
12-43/-	1-52/-	1-51/-	1-51/-	-	12-43/-	-	12-43/-	
12-50/-	-	-	-	-	6-52/-	-	12-50/-	
4-51/7-51	11-50/7-51	7-51/7-52	7-51/2-52	-	6-51/10-51	-	7-51/9-51	
4-51/9-51	1-51/9-51	10-51/1-52	6-47/9-51	9-50/-	4-51/9-51	10-51/-	7-51/8-51	
-	5-51/-	-	-	-	10-47/-	-	9-50/-	
1-52/-	5-52/-	-	-	-	7-49/-	-	7-49/-	
-	-	-	-	-	7-52/-	-	-	
-	-	-	-	-	-	-	-	
2-52/-	3-52/-	2-52/-	7-52/-	-	4-52/-	-	2-52/-	
-	4-52/-	2-52/-	11-51/-	2-52/-	12-51/-	-	2-52/-	
-	-	-	6-52/-	-	5-52/-	-	-	
-	-	-	-	-	-	-	5-52/-	
4-48/4-50	12-48/8-50	12-48/7-50	7-51/1-52	2-50/3-52	12-48/2-51	9-51/-	2-38/2-51	
10-50/10-51	7-51/9-51	9-51/6-52	10-50/9-51	7-50/5-52	9-48/3-51	4-46/-	8-51/9-51	
-	-	8-51/-	-	-	-	-	-	
11-51/1-52	7-51/1-52	10-44/-	3-52/-	3-52/-	5-51/8-51	-	6-51/11-51	
-	-	9-51/-	8-51/-	8-51/-	6-52/-	-	3-50/-	
-	1-52/-	10-50/10-51	-	6-52/-	7-48/10-50	2-49/-	6-52/-	
-	-	-	-	-	-	-	7-52/-	
3-51/-	8-50/3-52	5-52/-	2-50/6-52	-	1-50/3-51	3-50/-	1-49/9-51	
-	4-51/-	-	9-51/-	9-51/-	12-51/-	-	12-51/-	
-	8-52/-	-	-	-	-	-	8-52/-	
-	-	12-50/-	5-51/-	-	11-50/11-51	9-50/-	-	
-	-	12-51/-	11-50/-	2-52/-	12-51/-	6-52/-	-	
-	-	-	-	-	-	-	-	
5-48/-	-	-	-	-	5-48/-	-	5-48/-	
-	-	3-52/-	-	-	11-51/-	-	4-52/-	
-	-	-	-	-	-	-	-	
1-49/3-50	6-47/5-50	3-47/1-49	5-50/-	6-51/-	11-49/9-51	No allow.	6-47 8-50	
11-45/6-49	1-50/6-50	2-49/-	7-49/-	7-49/-	9-47/3-48	2-48/-	11-45/1-49	
12-49/-	-	-	-	-	-	-	-	
-	9-46/-	9-46/-	-	-	5-45/-	-	1-47/-	
4-46/12-46	8-46/1-47	8-46/10-47	4-46/11-48	-	7-46/4-47	7-48/-	11-45/-	
7-50/-	-	9-48/-	-	-	12-48/-	-	4-46/9-46	
1-48/-	3-48/-	7-50/-	-	-	-	-	7-50/-	
-	9-49/-	-	-	-	-	-	11-48/-	
-	8-47/4-48	8-47/3-48	12-46/4-48	2-48/9-48	3-48/-	-	7-50/-	
-	-	-	-	9-50/-	3-47/3-48	9-50/-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
9-47/2-48	-	-	-	-	7-48/-	-	-	
8-50/-	-	-	-	-	8-47/5-48	9-50/-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
7-48/11-48	11-48/7-50	9-50/-	12-47/8-50	8-50/-	-	-	3-48 5-48	
-	-	-	-	-	-	-	-	

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Ship's Servicemon (cont.)	SHSN/SA (Cobbler) SHSN/SA (Borber) SHSN/SA (Tailor) SHSN/SA (Laundry)	— — — — — — — — — — — — 2-48/— — — — — —	— — — — — — — — — — — — 2-46/12-49 — — — —	— — — — — — — — — — — — 2-46/7-48 — — — —	— — — — — — — — — — — — 12-50/— — — — — —	— — — — — — — — — — — — 3-48/3-49 — — — —	— — — — — — — — — — — — 12-47/— — — — — —	— — — — — — — — — — — — — — — — — — — —
Journalist 	JOC JO1 JO2 JO3 JOSN/SA	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — No allow. — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — 2-52/— — — — — —	— — — — — — — — No allow. No allow. No allow.	— — — — 9-50/— — — — — — — — — — — — — —
Lithographer & Printer 	LIC PIC L11 P11 L12 P12 L13 P13 LISN/SA PISN/SA	3-49/— — 8-49/— — No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	5-51/4-52 No allow. 6-48/— — 8-51/2-52 5-52/— —	1-52/— — No allow. — — — — 8-51/— — — — — —	— — — — 3-48/— — 2-48/8-52 8-50/— — 10-50/— —	No allow. No allow. No allow. No allow. No allow.	1-50/— — No allow. No allow. No allow. No allow.
Draftsman 	DMC DM1 DM2 DM3 DMSN/SA	No allow. — — — — — — — — No allow. No allow.	— — — — — — — — — — — — — — — — — — — —	— — — — 11-50/— — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — No allow. — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —
Machinist's Mate 	MMC MM1 MM2 MM3 MMFN/FA	12-36/3-47 2-45/2-46 1-41/10-47 9-41/5-48 — — — —	11-44/4-47 2-45/1-46 7-47/11-47 3-45/3-48 — — — —	4-41/8-48 4-43/9-45 3-42/7-47 9-41/3-48 — — — —	11-46/8-47 10-45/2-46 6-46/11-47 7-48/— — 10-47/— —	11-44/4-47 2-44/10-45 1-41/8-47 7-47/3-49 — — — —	10-40/3-43 3-43/4-46 8-47/11-47 7-47/— — 3-48/— —	11-44/6-47 2-44/7-45 6-47/1-48 7-48/9-49 10-47/— —
Engineman 	ENC EN1 EN2 EN3 ENFN/FA	7-49/— — 5-43/8-46 1-43/1-50 — — — — — — — —	10-45/— — 7-42/6-46 3-47/11-49 1-49/6-51 10-48/— —	6-50/— — 4-47/2-48 7-42/10-48 1-49/5-51 — — — —	— — — — 3-46/10-48 — — — — — — — — 9-50/— —	10-45/1-50 5-43/5-48 12-47/4-48 7-46/— — — — — —	1-50/— — 6-45/6-47 11-47/12-48 10-48/— — — — — —	1-50/— — 6-44/11-46 11-40/6-48 No allow. No allow.
Machinery Repairman 	MRC MR1 MR2 MR3 MRFN/FA	— — — — 10-47/— — 11-43/9-50 — — — — — — — —	7-48/— — No allow. 7-48/12-49 No allow. No allow.	10-48/— — No allow. No allow. No allow. No allow.	— — — — 4-48/— — 7-46/— — — — — — — — — —	5-46/— — 3-42/1-49 5-48/— — — — — — — — — —	4-48/— — 6-48/— — No allow. No allow. — — — —	— — — — 12-45/— — 11-43/3-49 — — — — 2-51/— —
Boilerman 	BTC BT1 BT2 BT3 BTFN/FA	5-38/8-46 9-42/2-43 11-40/1-47 1-48/8-48 10-48/— —	4-41/11-46 2-42/3-43 11-40/9-47 2-48/5-48 — — — —	5-38/7-49 2-41/6-42 9-46/10-47 1-48/5-48 4-48/— —	2-38/3-45 2-43/5-43 2-47/7-47 8-48/11-48 3-40/— —	7-40/3-45 6-41/3-43 8-44/6-47 4-48/8-48 — — — —	3-47/6-49 10-42/11-44 10-47/11-47 1-48/7-48 — — — —	6-47/— — 10-42/5-42 1-47/12-47 8-48/10-48 10-48/— —
Electrician's Mate 	EMC EM1 EM2 EM3 EMFN/FA	— — — — 1-42/10-47 — — — — 6-50/— — — — — —	1-48/— — 5-46/2-48 3-49/8-50 2-48/5-50 — — — —	3-44/— — 11-46/8-47 12-48/— — 2-49/6-50 9-48/— —	4-49/— — 9-47/1-48 — — — — — — — — — — — —	4-49/— — 2-47/12-47 3-46/10-50 — — — — — — — —	1-50/— — 3-46/6-47 5-48/4-51 1-51/— — — — — —	7-50/— — 8-47/2-48 12-48/8-50 — — — — 8-48/— —
I. C. Electrician 	ICC IC1 IC2 IC3 ICFN/FA	No allow. 7-43/— — 3-49/— — No allow. — — — —	10-45/— — 12-46/— — 9-50/— — No allow. — — — —	— — — — 4-47/— — 4-49/— — — — — — — — — —	— — — — — — — — 4-48/— — — — — — — — — —	— — — — 12-46/— — 11-50/— — 1-49/— — — — — —	7-47/— — — — — — 3-50/— — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —
Metalsmith 	MEC ME1 ME2 ME3 MEFN/FA	4-47/4-50 4-44/9-46 12-47/7-50 8-50/— — — — — —	7-47/— — 1-45/3-47 12-47/7-50 No allow. No allow.	1-49/5-50 5-46/12-47 4-48/10-50 1-48/— — — — — —	2-49/— — 10-43/7-47 — — — — 9-50/— — — — — —	6-36/— — 6-45/5-47 4-46/9-48 5-51/— — — — — —	3-47/— — 8-46/3-47 4-46/6-48 8-48/5-51 — — — —	7-49/— — 8-46/2-47 10-47/6-48 8-48/8-49 — — — —
Pipe Fitter 	FPC FP1 FP2 FP3 FPFN/FA	— — — — 2-46/4-48 10-48/— — — — — — 1-49/— —	12-47/— — 5-46/2-48 3-46/3-48 4-48/— — — — — —	12-47/— — 5-46/7-47 12-44/9-48 No allow. No allow.	10-49/— — 11-44/1-48 12-48/3-50 — — — — — — — —	3-47/10-49 11-44/4-47 12-48/6-50 10-48/— — — — — —	8-40/— — 9-46/4-47 1-48/3-49 No allow. No allow.	8-40/— — 2-46/1-48 12-47/2-49 10-46/— — 1-49/— —
Damage Controlman 	DCC DC1 DC2 DC3 DCFN/FA	— — — — 5-48/1-50 9-50/— — 12-48/— — — — — —	4-49/1-50 9-50/— — 5-48/— — — — — — — — — —	3-49/4-50 9-50/2-51 2-48/— — — — — — — — — —	2-50/— — — — — — 4-51/— — 12-46/— — — — — —	10-48/6-50 8-50/— — 4-51/— — — — — — — — — —	10-46/10-49 7-48/3-50 — — — — — — — — — — — —	11-46/1-50 5-51/— — — — — — — — — — — — — —
Patternmaker 	PMC PM1 PM2 PM3 PMFN/FA	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. — — — — No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.







COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
---	---	---	---	---	---	---	8-46	SHSN/SA (Cobbler)
---	---	8-46	---	---	12-47	---	---	SHSN/SA (Barber)
---	---	---	---	---	---	---	---	SHSN/SA (Tailor)
3-48/11-49	6-48	7-48	12-50	---	7-48	2-48	2-46 7-48	SHSN/SA (Laundry)
5-50	5-50	---	---	No allow. No allow.	9-50 8-50 2-52	No allow. No allow. No allow.	---	JOC JO1 JO2 JO3 JOSN/SA
4-52	12-46/4-52	No allow.	1-50	No allow.	No allow.	No allow.	1-52	LIC PIC
No allow.	No allow.	No allow.	8-48	No allow.	No allow.	No allow.	3-48 4-52	L11 P11
No allow.	---	No allow.	---	No allow.	8-52	No allow.	2-48	L12 P12
No allow.	3-49	No allow.	7-50	No allow.	No allow.	No allow.	12-48	L13 P13
No allow.	---	No allow.	1-51	No allow.	No allow.	No allow.	10-50	L1SN/SA P1SN/SA
1-52	No allow.	---	---	No allow.	---	No allow.	1-52	DMC
---	---	No allow.	11-50	No allow.	---	No allow.	---	DM1
---	---	No allow.	---	No allow.	---	No allow.	---	DM2
---	---	No allow.	---	No allow.	---	No allow.	---	DM3
---	---	No allow.	---	No allow.	---	No allow.	---	DMSN/SA
8-36/7-46 1-42/12-45 12-47/1-48 3-50	5-41/7-46 11-45/5-46 9-47/12-47 3-50	6-45 9-46 3-44/10-46 2-46/11-47 ---	8-47/1-49 2-46/9-46 9-47/4-49 5-48	5-48 5-45/11-46 9-47/7-49 No allow. No allow.	8-45 11-47 3-43 11-45 6-47/11-47 7-47 1-49 ---	---	8-45/9-46 2-44/6-45 1-41 8-47 9-41/10-47 10-47	MMC MM1 MM2 MM3 MMFN/FA
1-35/10-47 6-43/10-47 6-48/6-51 7-49	2-47/11-48 4-48/6-48 11-50	11-35 9-44/11-47 ---	5-48 5-48 11-48 2-48 1-49	5-48 1-49 8-50 ---	4-50 6-45/2-47 11-47/10-48 ---	No allow. 2-48 3-51 No allow. No allow.	5-48 1-48/4-48 2-48/1-51 1-49	ENC EN1 EN2 EN3 ENFN/FA
4-50 12-45/12-47 8-47/6-48	4-48 11-47	No allow. No allow. 8-47 No allow. No allow.	---	No allow. 8-48 No allow. No allow. No allow.	No allow. No allow. 5-48 2-51	---	---	MRC MR1 MR2 MR3 MRFN/FA
11-46/7-48 2-42/11-42 6-47/7-47 7-48/9-48 6-48	1-47/10-47 8-41/11-44 7-47/10-47 7-48/1-49	1-47 2-42/6-44 2-45/11-47 7-46/9-48	9-49 5-43/3-47 9-47/12-47 11-48/8-50	10-49 5-43/3-48 No allow. No allow.	12-47 6-50 10-42/11-44 12-44 11-47 3-48/1-49	No allow. 5-46 No allow. No allow. No allow.	3-42/12-47 2-42/1-43 7-44/6-47 7-48/8-48 10-48	BTC BT1 BT2 BT3 BTFN/FA
5-43/6-47 11-48	7-48 9-42/7-47 11-48	6-39 7-47/12-47 10-48 5-48	3-49 9-47/4-48 ---	3-49 1-48 ---	---	No allow. No allow. No allow. No allow.	---	EMC EM1 EM2 EM3 EMFN/FA
---	11-50	---	No allow. 11-48 4-49 No allow. No allow.	No allow. ---	---	No allow. No allow. No allow. No allow.	---	ICC IC1 IC2 IC3 ICFN/FA
5-45/4-50 1-44/12-46 1-48/7-48 3-48	5-45/8-50 8-46/10-47 5-48 6-49 5-51	12-49 1-47/3-48 4-48/1-49 2-46	---	---	No allow. 6-45/11-47 12-47/6-48 2-50 ---	No allow. No allow. No allow. No allow.	2-49/5-50 6-45/10-46 10-47/5-48 5-51	MEC ME1 ME2 ME3 MEFN/FA
9-48/9-49 11-46/12-47 4-50 12-50	9-49 9-47/2-48 4-50 5-47	No allow. 7-47 9-50 No allow. No allow.	---	No allow. 4-49 12-50 No allow. No allow.	No allow. 4-47/11-47 No allow. 10-48	No allow. No allow. No allow. No allow.	8-40 9-46/2-47 9-48/1-49 10-46 1-49	FPC FP1 FP2 FP3 FPFN/FA
11-46/1-50 1-51 ---	6-46 2-50/2-51 ---	1-49 5-49/5-50 1-51 12-51 7-50	6-49/5-50 ---	6-49 10-50 ---	10-48/12-49 1-49 11-51 5-51	No allow. No allow. No allow. No allow.	10-48/1-50 11-50 ---	DCC DC1 DC2 DC3 DCFN/FA
2-50	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	---	PMC PM1 PM2 PM3 PMFN/FA

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Molder 	MLC ML1 ML2 ML3 MLFN/FA	No allow. — — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	11-46/— — No allow. No allow. No allow. No allow.
Surveyor 	SVC SV1 SV2 SV3 SVCN/CP	No allow. — — — — — — — — — — — — 3-52/— —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	12-50/— — — — — — — — — — No allow. No allow.	No allow. — — — — — — — — No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	— — — — No allow. No allow. No allow. No allow.
Construction Electrician's Mate 	CEC CE1 CE2 CE3 CECN/CP	— — — — — — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	6-51/— — 6-52/— — — — — — No allow.	No allow. 12-50/— — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — No allow. No allow. No allow. No allow.
Driver 	CDC CD1 CD2 CD3 CDCN/CP	9-46/— — 12-50/11-51 6-52/— — 5-52/— — — — — —	No allow. No allow. — — — — No allow. No allow.	1-49/— — 1-48/11-51 11-51/— — 4-52/— — 2-52/— —	— — — — 3-52/— — 3-51/— — 4-52/— — — — — —	12-51/— — 10-50 12-50 1-51/— — 12-50/— — 11-51/— —	No allow. No allow. 7-51/— — 7-52/— — 11-51/— —	— — — — 3-51/6-52 11-50 11-51 12-51 4-52 4-52/— —
Mechanic 	CMC CM1 CM2 CM3 CMCN/CP	— — — — 10-46/6-52 8-51/— — 7-52/— — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. — — — — No allow. No allow. No allow.	11-48/— — 2-49/— — 5-48/— — — — — — — — — —	2-51/— — 12-51/— — 9-47/— — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — No allow. No allow. No allow. No allow.
Builder 	BUC BU1 BU2 BU3 BUCN/CP	8-47/3-51 8-50/6-51 — — — — 4-51/9-51 — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	11-51/— — 1-51/8-51 — — — — — — — — — — — —	3-51/6-51 9-48/3-51 No allow. 5-52/— — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — 12-50 — — — — — — — — — — — — — —
Steelworker 	SWC SW1 SW2 SW3 SWCN/CP	6-48/— — No allow. 5-52/— — 2-52/— — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	1-47/— — No allow. — — — — 3-52/— — — — — —	No allow. 5-48/— — No allow. 9-51/1-52 — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — 12-50/— — 4-51/12-51 2-51/— — — — — —
Utilities Man 	UTC UT1 UT2 UT3 UTCN/CP	4-51/— — — — — — — — — — 11-48/— — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	— — — — 2-51/— — 7-52/— — 5-52/— — — — — —	4-51/— — 2-51/— — 6-52/— — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — No allow. No allow. No allow. No allow.
Steward 	SDC SD1 SD2 SD3 TN/TA	— — — — 8-47/5-50 3-46/8-46 11-45/6-46 7-50/1-52	11-46/— — 11-43/6-47 2-38/11-42 7-44/12-45 11-45/2-50	9-48/— — 8-45/6-47 2-38/1-46 5-44/5-46 2-50/7-51	— — — — 12-41/2-50 8-45/5-47 10-45/9-47 11-45/1-51	9-42/10-49 1-46/7-50 8-45/2-47 9-46/2-50 1-51/5-52	9-48/— — 7-49/9-50 6-48/2-50 5-45/2-48 4-51/12-51	11-38/— — 8-47/7-50 5-46/4-48 10-45/5-46 7-50/1-52
Aviation Machinist's Mate 	ADC AD1 AD2 AD3 ADAN/AA	1-51/10-51 5-47/5-50 10-46/11-48 6-51/— — — — — —	1-51/10-51 7-50/10-51 12-45/3-51 — — — — — — — —	8-48/1-51 1-45/4-50 12-47/1-49 12-47/2-52 7-47/1-52	3-47/8-48 — — — — 7-52/— — — — — — — — — —	9-47/8-51 1-46/7-50 1-51/1-52 — — — — 8-49/— —	11-50/4-52 12-49/8-51 11-48/5-52 1-51/— — 1-51/— —	10-47/11-50 3-47/3-51 No allow. No allow. No allow.
Aviation Electronics Technician 	ATC AT1 AT2 AT3 ATAN/AA	10-51/— — 9-47/3-52 — — — — — — — —	9-46/— — 7-50/— — — — — — — — — —	10-51/3-52 12-48/3-50 — — — — — — — —	12-51/— — 7-52/— — — — — — — — — —	6-49/3-52 6-47/7-49 — — — — 7-52/— —	2-51/— — 12-48/2-52 — — — — — — — —	6-47/— — No allow. No allow. No allow.
Aviation Electronicsman 	AIC AL1 AL2 AL3 ALAN/AA	No allow. 9-47/1-49 No allow. — — — — — — — —	7-43/5-49 3-50/— — No allow. No allow. No allow.	7-43/4-49 11-46/7-50 8-47/— — 3-51/— — — — — —	8-46/9-50 2-48/10-50 — — — — — — — — — — — —	4-42/1-47 7-46/9-48 11-50/4-52 4-49/— — — — — —	6-48/2-51 5-50/4-52 — — — — 9-51/— — — — — —	1-47/2-49 4-48/3-51 2-47/— — 9-51/— — — — — —
Aviation Ordnanceman 	AOC AO1 AO2 AO3 AOAN/AA	4-46/1-48 10-46/4-48 4-43/5-46 3-48/11-50 — — — —	No allow. No allow. No allow. No allow. No allow.	1-48/7-50 7-44/9-47 11-48/1-51 4-48/— — 4-52/— —	7-49/7-50 9-46/6-48 10-48/3-52 — — — — — — — —	7-44/12-47 4-47/11-47 1-47/3-48 2-50/— — 1-51/— —	3-50/9-50 10-48/9-49 1-52/— — 3-48/— — 1-51/— —	9-48/10-49 7-44/5-46 7-48/5-49 10-47/5-52 — — — —
Air Controlman 	ACC AC1 AC2 AC3 ACAN/AA	— — — — — — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — — — — — 7-51/— — — — — — — — — —

COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
— — — — — — — — 7-48/— — — — — —	— — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	— — — — 2-48/— — — — — — — — — — — — — —	MLC ML1 ML2 ML3 MLFN/FA
— — — — — — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. — — — — — — — —	12-50/— — No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. — — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	12-50/— — 1-49/— — — — — — — — — — 3-52/— —	SVC SV1 SV2 SV3 SVCN/CP
— — — — — — — — — — — — — — — — — — — —	— — — — No allow. — — — — — — — — — — — —	No allow. No allow. — — — — — — — — 8-50/— —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	6-51/— — — — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — 6-52/— — — — — — — — — — — — — —	CEC CE1 CE2 CE3 CECN/CP
8-50/4-52 1-50/3-51 2-52/— — — — — — 5-52/7-52	10-50/— — 2-51/— — 4-51/— — 12-50/— — 11-50/— —	6-51/— — 2-51/— — 3-50/5-52 12-50/— — 11-50/— —	— — — — 1-48/— — 6-52/— — 12-50/— — — — — —	No allow. No allow. No allow. No allow. No allow.	12-51/— — 11-50/3-51 11-50/9-51 12-50/1-52 11-51/5-52	No allow. No allow. No allow. No allow. No allow.	10-50/— — 12-50/3-51 2-52/— — 7-52/— — 5-52/6-52	CDC CD1 CD2 CD3 CDCN/CP
1-52/— — 10-46/— — — — — — 7-51/— — — — — —	No allow. — — — — — — — — — — — — — — — —	No allow. No allow. — — — — 7-50/— — — — — —	— — — — 6-42/— — No allow. 3-51/— — — — — —	— — — — — — — — — — — — — — — — — — — —	2-51/— — 3-51/— — 9-47/— — 3-52/— — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — 10-46/12-51 — — — — 7-51/— — — — — —	CMC CM1 CM2 CM3 CMCN/CP
2-51/4-52 4-51/6-51 — — — — 4-52/— — — — — —	2-51/10-51 3-52/— — — — — — 4-52/— — — — — —	No allow. — — — — — — — — 3-52/— — 2-51/— —	No allow. 11-49/— — No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	3-51/6-52 6-48/3-51 — — — — 5-52/— — 7-52/— —	No allow. No allow. No allow. No allow. No allow.	4-51/11-51 6-48/12-50 — — — — 6-52/— — — — — —	BUC BU1 BU2 BU3 BUCN/CP
11-42/11-49 2-51/4-52 12-51/6-52 11-51/— — 1-51/— —	11-42/5-51 No allow. — — — — No allow. No allow.	No allow. No allow. No allow. 11-51/— — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	9-51/— — 2-51/3-51 4-51/11-51 2-51/1-52 — — — —	No allow. No allow. No allow. No allow. No allow.	7-47/7-48 1-49/2-51 4-51/6-51 12-51/4-52 1-51/— —	SWC SW1 SW2 SW3 SWCN/CP
— — — — 4-52/— — 6-51/— — 4-52/— — — — — —	8-52/— — — — — — 9-48/— — — — — — — — — —	No allow. No allow. No allow. — — — — — — — —	No allow. — — — — No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	8-52/— — 2-51/— — 6-52/— — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	4-51/— — 2-51/— — 7-52/— — 4-52/— — — — — —	UTC UT1 UT2 UT3 UTCN/CP
11-38/6-48 10-42/1-45 3-41/9-44 11-44/9-45 3-50/3-52	1-46/5-51 6-39/4-46 3-41/11-45 10-44/1-45 3-50/5-52	— — — — 6-40/1-50 5-46/12-49 11-44/5-46 9-45/— —	11-46/— — 5-50/10-50 4-45/6-48 10-45/5-46 8-50/4-52	— — — — 10-50/— — 12-47/— — 9-48/8-49 — — — —	11-38/— — 10-49/8-50 8-45/2-50 5-45/5-46 8-51/12-51	— — — — 10-46/— — — — — — 8-46/1-51 — — — —	11-46/— — 8-45/11-49 8-45/5-46 5-44/4-46 7-49/12-51	SDC SD1 SD2 SD3 TN/TA
9-48/3-51 4-48/9-51 2-47/12-51 10-48/3-52	7-50/2-52 9-44/6-50 2-47/10-49 10-48/— — — — — —	11-43/12-46 8-45/2-48 9-41/1-49 10-48/1-51 10-48/— —	12-51/— — 10-50/7-52 6-50/7-52 10-48/— — — — — —	1-52/— — 4-48/12-51 7-50/8-52 — — — — — — — —	10-47/7-50 3-47/6-50 11-48/8-49 1-51/12-51 1-51/5-52	1-51/4-52 4-50/10-51 1-51/— — 2-49/— — — — — —	3-51/4-52 5-52/— — 2-49/12-51 10-48/— — 1-51/— —	ADC AD1 AD2 AD3 ADAN/AA
— — — — 1-42/3-49 — — — — — — — — — — — —	9-48/10-50 7-50/4-51 — — — — — — — — — — — —	7-48/11-48 12-48/4-50 — — — — — — — — 3-49/— —	— — — — 7-50/11-51 — — — — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	6-47/2-52 12-48/7-49 — — — — — — — — 9-50/— —	— — — — 5-52/— — — — — — — — — — — — — —	— — — — 2-49/— — 4-49/— — — — — — — — — —	ATC AT1 AT2 AT3 ATAN/AA
12-47/9-49 9-47/6-49 8-48/— — 1-52/— — 5-51/— —	10-42/1-47 8-43/6-49 8-44/— — 9-48/— — 12-47/— —	No allow. 6-44/6-50 12-48/— — — — — — 12-47/— —	7-46/7-48 11-46/6-49 11-50/— — — — — — — — — —	8-51/— — 6-49/— — — — — — — — — — — — — —	No allow. 7-46/9-48 No allow. 9-51/— — — — — —	5-47/3-51 10-49/— — — — — — — — — — — — — —	4-42/4-49 6-49/8-50 11-50/— — — — — — — — — —	ALC AL1 AL2 AL3 ALAN/AA
2-48/1-49 8-45/6-48 6-46/2-52 10-47/— — — — — —	3-49/10-49 5-48/2-49 12-48/3-49 1-49/— — 7-51/— —	9-41/4-48 10-45/8-48 2-48/— — 3-51/— — — — — —	6-50/12-51 10-49/6-50 8-47/4-52 — — — — — — — —	6-50/— — No allow. No allow. — — — — — — — —	5-47/9-48 11-44/8-47 3-48/10-48 10-47/2-50 1-51/— —	2-51/— — 7-48/3-51 10-48/— — 4-48/— — — — — —	4-51/8-51 10-48/8-49 8-47/2-50 10-47/— — 1-51/— —	AOC AO1 AO2 AO3 AOAN/AA
1-51/— — — — — — — — — — — — — — — — — —	— — — — 9-51/— — 4-52/— — — — — — — — — —	— — — — 9-51/— — 8-51/— — — — — — — — — —	— — — — — — — — 9-51/— — — — — — — — — —	No allow. — — — — — — — — — — — — — — — —	— — — — — — — — 7-51/— — — — — — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — 12-52/— — — — — — — — — — — — — —	ACC AC1 AC2 AC3 ACAN/AA

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Aviation Boatswain's Mate 	A8C AB1 A82 A83 A8AN/AA	2-51/- — 3-47/5-50 9-48/- — 4-48/11-50 — — — —	— — — — No allow. 9-49/- — No allow. No allow.	1-51/9-51 10-48/12-49 9-48/6-51 1-52/- — — — — —	10-51/- — 4-44/9-51 — — — — — — — — — — — —	10-45/3-52 4-44/12-49 1-51/- — 11-47/- — — — — —	No allow. No allow. No allow. No allow. No allow.	1-51/- — 12-46/10-48 No allow. No allow. No allow.
Aviation Electrician's Mate 	AEC AE1 AE2 AE3 AEAN/AA	7-46/- — 7-49/1-51 9-48/- — 11-47/- — 12-51/- —	No allow. No allow. — — — — No allow. No allow.	4-49/7-50 12-48/9-51 9-45/- — 4-48/- — — — — —	— — — — 1-52/- — — — — — — — — — — — — —	4-52/- — 10-47/7-51 9-48/6-50 — — — — — — — —	— — — — 4-52/- — — — — — — — — — — — — —	— — — — No allow. No allow. No allow. No allow.
Aviation Structural Mechanic 	AMC AM1 AM2 AM3 AMAN/AA	6-51/- — 9-51/10-51 7-49/- — 11-51/- — — — — —	— — — — 1-45/6-52 1-50/- — No allow. No allow.	4-52/- — 6-49/8-51 3-52/- — — — — — — — — —	5-47/6-51 3-52/- — — — — — — — — — — — — —	1-50/2-52 3-48/3-51 1-50/- — — — — — — — — —	3-52/- — 3-48/- — — — — — — — — — — — — —	7-49/4-52 No allow. No allow. 2-52/- — 5-52/- —
Parachute Rigger 	PRC PR1 PR2 PR3 PRAN/AA	6-43/- — 7-51/- — — — — — — — — — — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — 2-48/3-51 — — — — 3-48/- — — — — —	— — — — — — — — — — — — — — — — — — — —	— — — — 2-50/2-52 — — — — — — — — — — — —	— — — — No allow. No allow. No allow. No allow.	— — — — No allow. No allow. No allow. No allow.
Aviation Storekeeper 	AKC AK1 AK2 AK3 AKAN/AA	— — — — 2-52/- — — — — — — — — — — — — —	6-52/- — 8-51/- — 6-47/- — 4-52/- — — — — —	6-52/- — 1-52/- — — — — — 4-52/- — — — — —	— — — — — — — — — — — — 1-51/- — — — — —	11-49/2-52 — — — — — — — — 8-52/- — — — — —	— — — — — — — — — — — — 8-52/- — — — — —	2-52/- — No allow. No allow. No allow. No allow.
Photographer's Mate 	PHC PH1 PH2 PH3 PHAN/AA	7-49/- — 3-51/- — 8-51/- — 2-51/- — — — — —	— — — — 9-48/7-51 6-50/- — — — — — — — — —	— — — — 9-48/- — — — — — — — — — — — — —	— — — — 1-52/- — — — — — — — — — — — — —	— — — — 4-50/12-51 — — — — — — — — 8-51/- —	— — — — 8-48/10-50 — — — — 8-51/- — — — — —	— — — — 10-48/12-51 6-49/- — 10-49/- — — — — —
Airmon	AN/AA	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personal interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 40—Modifies one provision of an earlier directive, Alnav 8 of 1954, so that Naval Reserve officers in the grades of lieutenant and below on active duty who had a release-from-active-duty date during fiscal 1955, may, if they wish, extend their period of service further without the necessity of an active duty agreement. Alnav 8 had stated that no further extension requests were being honored.

No. 41—Concerns the current pro-

gram to release Regular Navy and Naval Reserve personnel from active duty one or two months early. This directive provides that a person who wants to wait out his full enlistment or obligated service period is free to do so.

No. 42—Announces the death of Curtis D. Wilbur, former Secretary of the Navy (from 1924 to 1929).

No. 43—Changed the date of the All-Navy Talent Contest final competition in September.

No. 44—Announces the convening of selection boards to choose Staff Corps officers of the Regular Navy and Naval Reserve on active duty for promotion to the grades of captain and commander.

No. 45—Announces the convening of a selection board to choose male line and Nurse Corps officers of the Regular Navy and Naval Reserve on active duty for promotion to the grade of lieutenant commander.

No. 46—Announces the selection of 22 officers of the Marine Corps for temporary promotion to colonel.

No. 47—Announces the selection of 1807 line officers of the Regular Navy and Naval Reserve for temporary promotion to commander.

No. 48—Requested applications from qualified enlisted personnel for the NROTC program.

BuPers Instructions

No. 1050.2A—Provides instructions for transfer to Guam or the Philippines for reassignment or leave of enlisted personnel of those extractions.

No. 1120.8A—Summarizes eligibility requirements from qualified enlisted men on active duty for appointment to the grades of ensign or lieutenant (junior grade), 2300, in the Optometry, Pharmacy and Medical Allied Sciences sections of the Medical Service Corps of the Regular Navy.

No. 1120.10A—Revises the regulations permitting the appointment

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9.

- (b) Indicate wind velocity.
- (c) Anemometer.
- (a) The Neptune, this model being the P2V-6B.
(b) Smokeless JATO, a new refinement of the well-known jet assisted take-off rockets used to boost planes off the ground.
- (c) USS Missouri.
- (c) USS New Jersey, USS Iowa and USS Wisconsin.

COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
1-51/9-51	5-48/4-51	No allow.	5-51/-	1-52/-	10-45/10-51	-	4-51/10-51	ABC
5-43/8-48	5-43/6-49	5-47/12-50	5-49/5-51	No allow.	4-44/10-48	7-50/1-52	5-43/9-49	AB1
3-52/-	-	No allow.	-	-	11-47/11-50	11-51/-	3-52/-	AB2
1-50/-	9-47/2-51	No allow.	10-51/-	-	11-47/8-51	-	4-48/8-51	AB3
-	2-46/-	No allow.	-	-	-	-	-	ABAN/AA
1-52/4-52	12-49/9-51	No allow.	-	-	1-52/-	4-49/-	-	AEC
4-52/-	7-49/2-51	1-51/-	12-51/-	12-51/-	8-47/4-49	7-52/-	2-52/7-52	AE1
-	-	No allow.	-	-	9-48/-	12-50/-	-	AE2
-	-	-	-	-	-	-	-	AE3
8-51/-	-	-	-	-	-	-	-	AEAN/AA
1-50/-	-	No allow.	-	-	7-49/2-52	4-52/-	3-52/-	AMC
11-47/10-51	9-48/1-52	8-47/9-50	7-51/-	10-48/-	6-47/7-48	1-45/-	2-52/-	AM1
12-50/1-52	7-52/-	9-48/7-52	4-48/-	4-48/-	8-49/-	-	-	AM2
-	-	12-48/-	-	-	2-52/-	-	-	AM3
-	-	-	-	-	5-52/-	-	-	AMAN/AA
-	-	-	-	-	-	-	-	-
1-45/5-49	9-48/9-50	No allow.	9-51/-	No allow.	1-45/2-50	6-50/9-51	1-51/9-51	PRC
-	9-50/-	No allow.	-	4-49/-	5-43/-	No allow.	-	PR1
-	3-52/-	-	-	-	-	-	-	PR2
-	-	-	-	-	-	-	-	PR3
-	-	-	-	-	-	-	-	PRAN/AA
3-52/-	4-52/-	2-52/-	-	-	2-52/-	-	-	AKC
1-51/-	9-46/2-50	4-49/5-52	1-52/-	-	6-43/3-48	8-51/-	3-51/6-52	AK1
-	10-46/-	-	-	-	1-52/-	-	-	AK2
-	8-49/-	10-51/-	-	-	-	-	8-52/-	AK3
-	-	-	-	2-51/-	-	-	-	AKAN/AA
-	-	-	-	-	-	-	-	-
2-50/-	12-51/-	9-51/-	-	-	2-51/12-51	9-48/-	1-52/-	PHC
6-50/-	-	-	-	-	6-49/-	-	6-49/-	PH1
-	2-49/-	No allow.	-	-	10-49/-	-	-	PH2
-	-	No allow.	-	-	-	-	-	PH3
-	-	-	-	-	-	-	-	PHAN/AA
-	-	-	-	-	-	-	-	AN/AA

of qualified enlisted Naval Reservists on active duty as officers in the Administration and Supply section of the Medical Service Corps of the Naval Reserve.

No. 1120.18A—Gives the latest summary of all qualifications required of enlisted men or warrant officers who seek a Limited Duty Officer appointment and outlines career information such as LDO assignments, promotions and retirement provisions.

No. 1130.4A—Contains the latest information on how Naval Reserve personnel on active duty can enlist or reenlist and transfer to the Regular Navy.

No. 1306.20B—Gives the latest summary of important provisions of the Navy's sea-shore rotation program for enlisted personnel.

No. 1321.2A—Gives a complete rundown on procedures for issuing temporary active duty orders (TAD) involving travel of officers and midshipmen, including a current list of commands authorized to issue them.

No. 1331.1A—Requests applications for duty with the Armed Forces Special Weapons Project from qualified line officers.

No. 1418.7A—Brings up to date

the eligibility requirements for participation in the servicewide examination for advancement in rating, setting forth the permanent schedule of exam dates and assigning responsibility for administering the tests.

No. 1430.7A—Summarizes the system for normal advancement in rating and sets forth conditions under which commanding officers may advance their personnel.

Why Didn't I Get Shore Duty as Fast as Joe Doaks?

Do you wonder why some men get shore duty after as little as 18 months at sea while others must spend four to eight years at sea before going ashore?

Well, here's an example of what would happen if the ideal situation existed and men in all rates had two years of shore duty for each two years of sea duty: The Navy would have destroyers for example, unable to get underway for lack of engineering personnel—but with 15 or 20 HMs to administer to the sick.

In other words, the needs of the service are the basic consideration in making assignments to shore duty. The number of personnel who

No. 1745.4—Directs commanding officers of activities operating Navy Exchanges to forward with each month's financial account an average on-board count.

No. 1746.1—States that the policy of BuPers is that operating expenses of Commissioned Officers' Messes (Open) shall be paid out of service charges rather than through dues or assessments.

can be ordered ashore and the frequency with which they can be ordered are determined by one factor—the ratio of billets ashore to those at sea.

The law of supply and demand controls the particular rating groups required ashore. For example, there would obviously be a demand for many more HMs ashore (primarily because of the many hospitals to be staffed) than there would be for BTs and MMs. Conversely, there is a greater requirement at sea for BTs and MMs than there is for HMs.

The result, of course, is the more rapid rotation to shore duty in the case of HMs.

BOOKS: LOTS OF GOOD, NEW VOLUMES HEADED FOR NAVY LIBRARIES

SAILORS WILL FIND many good volumes of both fact and fiction on the shelves of their ship and station libraries this fall. Here are some of the latest chosen by the BuPers library staff:

- *The Magnificent Mitscher*, by LT Theodore Taylor, USNR; W. W. Norton and Company.

The late Admiral Marc A. Mitscher, USN, one of the pioneers in naval aviation, has become a legendary figure in the minds of many Navy men and the general public.

"Pete" Mitscher early established a reputation for being a rugged fighter, an outstanding leader. His methods were sometimes unorthodox but they usually accomplished the mission at hand and won respect and admiration for this slightly-built man who "bilged out" of the Naval Academy, obtained a re-appointment and went on to earn his gold bars, pilot's

wings and, ultimately, the four silver stars of an admiral.

Mitscher's long career included participation in the first attempt to fly the Atlantic, a lengthy and dogged fight to strengthen the Navy's air arm, and the command of the famed carrier Task Force 58 in World War II. Two years before his death, Mitscher was offered the most coveted of Navy billets—that of Chief of Naval Operations—but refused.

This volume, written with the author's customary light touch, spans Mitscher's career from his Academy days through World War II and his last assignment—that of CinCLant. There are many interesting sidelights and a number of vignettes of other personalities to add to the enjoyment of this book—written about a Navyman, by a Navyman, and dedicated "to the officers and men of the USS Mitscher."

★ ★ ★

- *Sicily-Salerno-Anzio*, by RADM Samuel Eliot Morison, USNR; Little, Brown and Company.

This is the ninth volume of the History of Naval Operations in World War II. The present book covers operations in the Mediterranean from June 1943 to June 1944, starting with the strategy involved, the planning and training for the campaign in Sicily, the ultimate conquest of Sicily and its evacuation. Operation Avalanche—the campaign for Salerno—is dealt with fully as is the assault on Anzio-Nettuno.

Morison describes in detail the operations taken by the Navy—carefully relating them to the operations of other branches of the Armed Forces and our Allies. Utilizing German and Italian records as well as our own, Morison has tried to present a complete and balanced picture of the complex operations.

★ ★ ★

- *Abraham Lincoln*, by Carl Sandburg; Harcourt, Brace and Company.

Carl Sandburg has spent much of his lifetime studying the life and times of our Civil War President. This volume, subtitled "The Prairie Years and The War Years," is a distillation of the monumental six-volume biography published a number of years ago.

This is not merely a rewrite or a condensation, however, for Sandburg has made many revisions and additions based on material that has come to light in recent years.

There have been many biographies of Lincoln, but to many readers, none has approached Sandburg's in making Lincoln "come alive."

★ ★ ★

- *Irregulars, Partisans, Guerrillas*, edited by Irwin R. Blacker; Simon and Schuster, Inc.

This is a collection of firsthand accounts of "irregular" warfare operations. The narratives are tied together neatly by short introductions, placing the stories in time and circumstance.

The reader will learn about Morgan's march on Panama, partisans against Napoleon in Russia, Ranger Mosby's kind of fighting during the Civil War, Jan Smuts during the Boer War, Commandos in Norway, and so on down the line through Pacific actions in World War II and conflicts in Palestine.

The editor, in choosing his subjects, used these criteria: are the stories "good stories—interesting, exciting, honest? Do they show fresh and different phases of guerrilla warfare?" In achieving his aim, Blacker has presented a wide variety of yarns, all calculated to hold your interest and add to your knowledge of this unorthodox, though tremendously effective mode of warfare.

★ ★ ★

- *High Water*, by Richard Bissell; Little, Brown and Company.

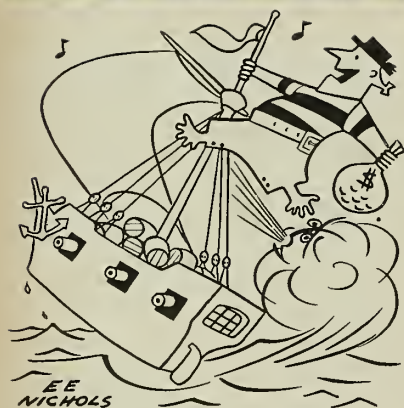
Here's a rollicking yarn about a cruise up the Mississippi River in the *Royal Prince*, an old diesel tugboat.

The story is told by Duke Snyder, first mate of the tug, as the vessel makes its way from St. Louis to St. Paul carrying a record eight loads of coal during the spring flood season.

A drowning, the sinking of a barge, the rescue of Marie Chouteau and numerous other incidents are taken quite in stride by the crew. But troubles for Snyder, Ironhat, Grease Ball, the Kid and the rest of the gang really come to a head when *Royal Prince's* steering conks out.

Sharp humor and snappy dialogue are the rule throughout the volume. Sailors are bound to get a kick out of this one, by the author of *7½ Cents*, now playing on Broadway as *The Pajama Game*.

SONGS OF THE SEA



Speeding Before the Gale

Our good ship speeds before the gale,
The land is lessening to our view;
All hands are piped, spread every sail,
We're bounding o'er the waters blue!
We're bounding o'er the waters blue.
With wistful eyes we landward gaze
To all we love we bid farewell;
And in the sunset's dying rays,
We hear afar the curfew bell, the curfew bell.
And hark! it is the Pilot's cry,
"God speed! God speed! Good-bye!
Good-bye!"

—Old Naval Song



Seaman Recruit: 1844

There were no 'Boot Camps' in the old days and apprentice salts got their sea legs on the rolling, slippery weather deck of the ship itself. What's more, when a sailor's clothes wore out he didn't buy new ones—he made 'em!

From *Man-of-War Life, A Boy's Experience in the United States Navy*; by Charles Nordhoff, New York, Dodd, Mead and Co.; copyright 1894.

Signing up in the U. S. Navy and putting to sea for a first hitch is still somewhat of a heart-wrenching as well as an exciting matter for a young recruit of today; a century ago it was like jumping into ice cold water.

For a 14-year old like the author of this tale who desired to ship on as a "boy" on a man o' war it was a series of strange faces, unfamiliar surroundings, odd-tasting chow, unsympathetic and salt-soaked companions, peremptory orders, the smell of salt in the air and oakum in the deck, a hammock instead of a good, solid bed.

In this tale of the rope-and-canvas Navy of the 1840s, one such youth, Charles Nordhoff, captures the sight and smell of these old queens of the sea. This story describes those first days—from the time he signed on the dotted line to the day the vessel sets sail

for what was to be a three-year voyage to the Orient and around the world.

Although young Nordhoff scarcely realized it, the cruise was to be an important one for America. In consequence, Commodore James Biddle, USN, was to make an important contribution toward gaining acceptance of commercial trade in the Far East, and pave the way for Commodore Matthew Perry, USN, to "open" Japan to world trade eight years later.

The scene opens in the recruiting office.

THE ARTICLES OF AGREEMENT were read over to me

by the Shipping Officer in a monotonous drawl; and I was asked, if I, of my own free will, did propose to sign them—a question which, in my ignorance, I considered highly superfluous, seeing that I had been at so much pains to obtain the chance so to do.

At the tinkling of a small bell, I was requested





to walk into an adjoining room, where a naval doctor examined into the stoutness of my frame and lungs, and the general soundness of my constitution. A report, in lead pencil, of the result was placed in my hands, which I rendered up to the man of the drawl, who expressed his satisfaction thereat; and in conclusion; asking me if I was fully aware of all the responsibilities I was about to take upon myself, and would swear to submit to the rules and regulations laid down for the government of the seamen in the United States Navy—questions which I did not presume to answer—told me to “touch the pen,” while he very ingeniously wrote my name for me—a matter that I could have performed much more satisfactorily and legibly myself—and then said to me, with an expression of intense relief depicted in his countenance:

“NOW YOU BELONG TO UNCLE SAM.”

I was thereupon asked when I would go on board; answered, “immediately;” received a paper certifying that I, Charles Nordhoff, was shipped on that day, as first-class boy, for general service in the Navy of the United States; was placed under the care of a slopseller, who, looking at me twice, picked me out a small bag of clothing; was then placed, together with the bag of clothing and a bundle of straw, in a furniture-car, which drove down to the Navy Yard; and in less than half an hour found myself on board the U. S. Receiving Ship *Experiment*, lying off the Navy Yard, Philadelphia.

The whole matter was so quickly over, and I was so fearful of some outside interference to defeat my plans, that I did not take time even to give up my situation, or to bid good-bye to my employers, my friends in the office or even to the kind people at whose house I had found a home during my stay in Philadelphia.

As soon, however, as I collected my scattered senses sufficiently to be able to think, I wrote on shore, explaining my movements, and the reasons for my haste.

This was in March, 1844. Arriving on board the *Experiment*, I was first presented to the officer of the deck, to whom I made a polite bow, receiving in return

USS COLUMBUS made round-the-world cruise in 1840s, was first U.S. ship-of-the-line to circumnavigate globe.



an outrageous grin; then taken below by the master-at-arms, who turned the contents of my clothes-bag out on deck, kicked them over with his foot, pronounced them “all right,” and bade me put them in again; showed me where to put the bag, where to put away my bedding—the straw sack before mentioned—and finally showed to me the limits within which I was expected to confine myself.

Here I must explain the mode of “fitting out” green hands when they ship in the United States Navy.

EACH NON-COMMISSIONED officer, seaman, landsman, or boy receives, on entering service, a sum of money amounting to three months’ pay of such individual. This sum is designed to defray the expenses of a regular outfit of uniform clothing, bedding, etc., which, by the Navy regulations, each man is compelled to have.

The old man-o’-war’s men, who “have learnt a thing or two,” generally take this advance-money into their own possession, and with it procure the necessary articles. Green hands, whether men or boys, being unable to fit themselves out, are generally taken in hand by certain speculators in slop-clothing, who loaf about the rendezvous, and furnish him, in exchange for his three months’ pay, with the articles of clothing enumerated in the Navy regulations.

To see that all is done fair and aboveboard, it is provided that the master-at-arms shall, on the rendering on board of the recruit, examine his clothing to see that the requisite number of pieces is there. So far, so good; but unfortunately for poor “greeny,” the quality of the clothing is not made matter of regulation. The consequence of this is, that the slop-seller, while furnishing faithfully the number, made too in the fashion required, provides it of stuff which, it is safe to say, can not be found any where else than in the establishments of these thieving outfitters.

I WAS SHIPPED as first-class boy, at wage of eight dollars per month. Three months’ pay would, therefore, be twenty-four dollars. In return for this the Navy regulations required me to become the possessor of the following mentioned articles of clothing, to wit:

“One blue cloth mustering jacket, one pair blue cloth mustering trowsers, two white duck frocks (called shirts on shore) with blue collars, two pair white duck trowsers, two blue flannel shirts, one pea-jacket (overcoat), two pair cotton socks; two pair woolen socks, one pair pumps, one pair shoes, one black tarpaulin hat, one mattress and mattress cover, two blankets, one pot, pan, spoon, and knife, and one clothes-bag.”

It is a matter of curiosity as well as a striking instance of these successful pursuit of dollars, under difficulties, to see how faithfully this list could be copied, without, in one item of them all, coming up to the evident intention of those who made it the standard.

For instance, the blue cloth jacket and trowsers, which are only for mustering in on special occasions, are supposed to be made of very fine blue cloth. Those with which I was furnished by my friend, were made of a species of rusty-looking serge, of which an old salt gave me a most faithful description, when he said it was “made of dogs’ hair and oakum, and cost three pence an armful,” and added, “one might take a bulldog by the neck and heels and fling him between any two threads of it.”

The white duck frocks and trowsers were made of yellow bagging, which, so coarse was its texture, would

scarcely hold peas; and which was warranted not to last beyond the first washing.

Instead of the "neat" black silk neckerchief and shining pumps, articles of dress in the excellence of which a true man-o'-war's man greatly delights, the recruits are furnished a rusty bamboo rag, and shoes made of varnished brown paper, which vanish before the damp salt air as mist before a bright sun.

And in place of the neat tarpaulin, hard as a brick, and almost as heavy, smooth and glossy, as though made of glass, the crowning glory of a man-o'-war's man's costume, was a miserable featherweight of lacquered straw, which imparted to the countenance beneath it a look of indescribable, almost unfathomable greenness, instead of that knowing, confident air peculiar to an old salt.

To complete the list, came the mattress, a coarse sack, loosely stuffed with a mixture of straw, shavings, and old rags—and the blankets, which would not serve as riddles for peas.

AT THE TIME OF MY FIRST ARRIVAL on board, I made my way "forward," where I found assembled, some standing, some sitting, some lying down, one reading, several sewing, and the balance either spinning yarns or asleep, about two dozen regular old tars.

My diffidence did not permit me to intrude myself upon their august presence, and I, therefore took a seat on a shot-box, at a little distance from the group. Presently one of the most sober of them approached me.

"Well, boy, they shipped you, did they?"

"Yes, sir," I answered.

"You'd better have gone and hung yourself first," growled out one of the others.

"Leave the boy alone, will you," retorted the one who had spoken first; "don't frighten him to death. Don't you see he's as green as grass? Who got you to ship, my lad?"

"Nobody; I wanted to be a sailor."

"Oh," he said with a look of great enlightenment; "well, you've come to rather an out-of-the-way place to learn sailorship, to be sure."

After some further conversation, in which my personal appearance, as well as my desire to become a sailor, were pretty freely criticised and commented upon, my friend, the master-at-arms, placed in my hands an oblong strip of stout canvas, having a number of strings tied to each end, and informed me that this was my hammock, in which I was to sleep.

I had read of sailors sleeping in hammocks, but had before this no proper or definite idea of what might be the shape of that most necessary article. As I was holding it in my hands, with a rather puzzled air, the sailor who had first spoken to me, took me in charge to enlighten me as to the manner of its use.

WE PROCEEDED TO THE LOWER DECK, where I was shown a number of hooks set into beams and carlings overhead. The little strings before mentioned—*clews* they are called—I now found, were used to suspend the hammock between two of these hooks, thus making a swinging bedstead, at an altitude of about four feet from the deck or floor. Into this bedstead were now placed my rag-and-shaving mattress and dog's hair blankets, and the affair was pronounced ready.

"But," said I "it swings." I was ashamed to confess that I was afraid to fall out of so unsteady a resting-place.

"Now let us see if you can jump in," was his only reply.

A matchtub was brought for me to stand upon, in order that I might be able to reach my hands to the hooks overhead; then I was told to catch hold with my hands of two of the hooks, give my body a swing, and alight in the hammock. One of the sailors went through the performance, in order, as he said, to satisfy me that it was "as easy as eating soft tack and butter;" and then all stood clear for me.

I made all due preparation, held my breath tightly, gave my lower extremities a hoist, but touching the side of the hammock slightly as I rose in the air, it slipped from under me, and I launched, clear over, and landed on deck, on the other side of it, with a thump, that made all hands grin.

"Try again," was the word, and the next time, with the help of a lift from one of the men, I succeeded in placing myself fairly in my bed. Here I soon found that it was not a difficult matter to keep from falling out. I was next shown how to tie or "lash" it up and where to put it.

IT WAS NOW SUPPER-TIME, and the cook called "come and get your tea." I got my pot, pan and spoon, as the rest did, and proceeded to the "galley," or cooking range, where each individual was served with a quart of tea, ready sweetened, with which we betook ourselves to the "mess," a place on the lower deck, where, in a "mess chest," are kept the bread and meat, and whatever else may constitute the daily allowance of food.

Here the individual who was the acting "cook of the mess," had set our supper out on a "mess cloth" on deck. It consisted of a sea-bread, raw salt pork, cold boiled potatoes, and vinegar.

We gathered around the cloth, each one bringing his tea, and a seat, although some squatted right down on deck. When all was arranged, an old salt said, "well boys, here's every one for himself, and the d—l for us all—Jack, pass the pork."

I was not a forward boy, and therefore waited patiently for my share until the rest were helped. One of the sailors seeing this, cut me a large slice of fat salt pork, gave it a dip in the vinegar pan, and laying it on a cake of bread, handed it to me saying, "eat hearty, my lad, and give the ship a good name."

I was quite willing to do so, but at sight of the raw meat which was being consumed on all sides of me, my appetite failed me, and I was content to eat a little bread and tea, and look on at the performance of the rest. I soon learned, however, to like sailors' *prog*, especially as I was given to understand that this was necessary in order to become a thorough sailor myself.

It will be necessary here to give a short description of my new home. Receiving ships, such as the one on board which I now was, are old vessels, dismantled of their guns, and laid up, in the larger seaports, to be





used as temporary places of deposit for sailors whose ultimate destination is some vessel just being fitted for sea, and not yet ready to receive her crew.

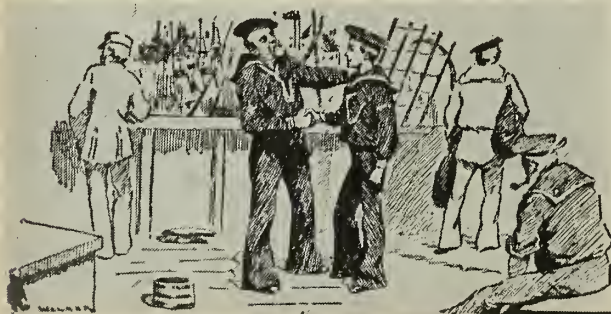
When a vessel of war returns home from a completed cruise, her crew is discharged, and the vessel placed under the hands of Navy Yard men, and by them dismantled, and laid up in ordinary, in the Navy Yard. When she is again ordered for service, she is fitted out at the Navy Yard, and not until ready to receive her stores of ammunition, provisions, etc., does her own future crew go on board. Thus it becomes necessary to have "receiving vessels," on board which the newly shipped hands may be kept until the vessel for which they are intended is ready for their reception.

LIFE ON BOARD A RECEIVING SHIP is monotonous. All hands are called up at daybreak, the decks washed, and then breakfast is had. At eight o'clock all hands are mustered, and the roll called to see that all are present, and this finishes the day's labor. The balance of the time is devoted to talking, reading, singing, sewing, or gazing at the shore, and casting retrospective glances at the pleasures there enjoyed.

When once on board the receiving vessel, a return on shore is almost impossible, and a "guardo," as one of these vessels is called by the sailors, is therefore much like a prison.

Our number, on board the *Experiment*, was gradually increased by additions from on shore, until at the end of four weeks it reached seventy.

On the last day of April, it was found there was a sufficient number of men gathered together to make up a draft for New York. We were accordingly mustered and counted off, to get ready for leaving. Bags and hammocks were securely tied and lashed; we dressed ourselves in our best bib and tucker, and then went aboard of the steamer, which had come alongside to take us off. We started off in very tolerable style, an old fifer playing, as we left the town, "The girl I left behind me." Taking the cars at Camden, we again changed to a steamboat, at Amboy.



Arriving at New York, we were transferred at once on board the vessel for which we were destined, the *Columbus*, a seventy-four gun ship, which was then lying off the Navy Yard, taking in stores, and preparing for sea. Here a new scene of wonder was opened to me.

I had often, while at Philadelphia, boarded the large merchant vessels lying at the wharves, and had cause for surprise at the massive strength and solidity of all things about them, but here I found everything on so much greater a scale as to make all I had seen before dwindle down to Lilliputian dimensions.

THE HEIGHT FROM WATER'S EDGE to the top of the railing or bulwark, a distance of about 35 feet, gave me at once an idea of the vastness of the entire structure, which an examination of the details confirmed, and which my mind had never conceived of. Used to the sight of nothing larger or more solid than the steamboats which plough the waters of the Ohio and Mississippi, I had roamed with surprised astonishment over the larger class of vessels which came to Philadelphia.

But here was a vessel which eclipsed those in vastness of structure as far as they were beyond the little schooner boats which dot the Delaware. I stood on deck and looked about me. Forward and aft stretched a long line of guns; amidship were placed two launches, boats capable each of carrying the loading of a moderate sized schooner, and containing at sea, four other boats, laid one within the other.

Looking down the hatchway, I saw a long line of ladders, communicating with tier after tier of deck, until the lowest was lost in a darkness never illumined by the light of day. And overhead, the tapering masts seemed to lose themselves in the clouds, and the wilderness of rigging which supported them to be an endless and undistinguishably confused mass of ropes.

But there was no time for surprise. "Come look alive there, don't go to sleep," shouted in my ear by a coarse voice, startled me out of my propriety nearly, and interrupted the strain of wonderment in which I had become lost.

"Were you speaking to me, sir?" said I, politely and timidly, making a respectful bow at the same time, to a burly, doublefisted sailor, from whom the coarse voice seemed to have issued.

A shout of laughter from all within hearing greeted this green sally of mine, amidst which I hastily made my descent to a lower deck.

HERE NEW SCENES AWAITED my eyes and ears. But there was no time to be astonished. Everybody was busy. Men running hither and thither with loads of rigging. Officers, in uniform of blue and gold, shouting orders through tin speaking-trumpets; the cheering sound of the boatswain's mates' pipes, and the regular tramp of the hundreds strung along, on deck, at the tackle falls, hoisting provisions; all united, made a scene of noise and confusion in which it was impossible to stand still, or to think, and I soon found it necessary to get some employment myself, in order to avoid being knocked down and run over, in the rush of the many conflicting crowds.

I therefore joined a division of about a hundred, who were hoisting in barrels of beef and pork on deck, from a lighter alongside. We had hold of one end of a rope, the other end of which being made fast to a dozen barrels of provisions, the boatswain's shrill whistle piped "go ahead," and we walked off with the fall, to the merry notes of a fife. Landing the beef on

deck, the barrels were there cooped, and then consigned by another set of men to their resting-place in the hold.

A MAN-OF-WAR is supposed to have, when ready for sea, six months' supply of provisions and water, together with a sufficient quantity of powder and shot, spare clothing, sails, and rigging, to last the cruise of three years.

To take in these supplies, and complete the fitting of various portions of the rigging, for sea, was the work now on hand, and at this we were kept early and late, rain or shine. All hands were called up at four o'clock A.M., and the work continued from that hour until six P.M., with intermission only for breakfast and dinner.

Not used to this kind of a life, the first wet weather completed what previous exposure had laid the foundation for, and I woke up one morning gasping for breath, and scarcely able to stir. I managed to tumble out of my hammock on to the deck, but could not lash it up.

The "hurry up, hurry up, there" of the cross old boat-swain's mate, although filling me with terror, was left unheeded, while I crawled between two guns, and laid myself down, crying and moaning with pain.

Nearly all the hammocks were on deck, and mine not yet lashed up, when a kind old sailor, passing that way, heard me crying, and approached. He quickly saw what was the matter, and taking me up in his arms, like one would a baby, carried me into the "sick bay," the place set apart on shipboard for the sick. Returning directly with my hammock, he hung that up, lifted me into it, and bidding me not to cry, but be of good cheer, hurried off to his work.

I lay there quite unnoticed until nine o'clock, when the doctor made his regular round; after an examination of the symptoms, my disease was pronounced to be a violent pleurisy.

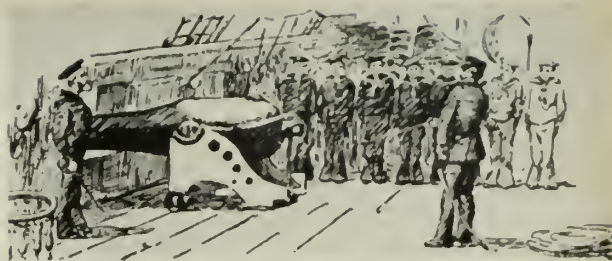
TO BE SICK ON BOARD SHIP seems to be the very height of earthly misery. The sick room on shore, surrounded as it is by every comfort, by all the appliances invented by art or suggested by love, which can make the sufferer's lot more bearable, waited on by sympathizing friends, watched with anxious and loving care, is yet far from desirable.

But to be bedridden on ship board is a horrible fate. Cooped up with dozens of others in a narrow space on one of the lower decks, reeking with all the odors peculiar to sick-rooms and ship's holds, annoyed constantly by the fretful complaint, the dull moan of pain, or the hollow cough, half stifled perhaps by the feverish gasping of a neighbor, whose close proximity makes it impossible for one to get a breath of fresh air, the invalid lies in his cot, hour after hour and day after day, thinking and thinking, until his brain is bewildered and his soul grows weary and faint.

At stated intervals, a steward or loblolly boy makes the round of all the hammocks and cots, and supplies the wants of the sick.

Twice a day, once at nine o'clock, A.M., and again at four, P.M., the dull monotony is invaded by the doctor's visit. At dark, or in bad weather, the portholes are closed, thus shutting out the last remnant of fresh air, and a dingy lantern, hung to the beams, sheds a faint light around its immediate proximity by which the utter darkness of the outskirts is only made more clearly tangible.

And there the sick man lies, his cot swinging with the motion of the vessel, the bilgewater rushing across



the deck, the timbers creaking and groaning in concert with the moan of pain, until after an almost interminable night the bustle and noise overhead announce the advent of another day of misery. Really, it is surprising that any one recovers in a "sick bay." For my own part, as soon as I was once able to walk on deck, the doctor's steward saw my face no more.

On the 4th of June we finally hoisted sail and steered through the Narrows, seaward bound. But we were still destined to delay.

Owing to our heavy draught (twenty-seven feet), we were obliged to take advantage of the highest of spring tides to make our way out. While going along with a steamboat ahead, it was found necessary to hold her with the anchor a few moments, and the order was accordingly given:

"Let go the starboard anchor."

IN THE GENERAL CONFUSION, no one being yet stationed, the chain stoppers were not sufficiently manned, and the tide carrying the ship along with great force, the starboard chain ran out end for end, and was, with its anchor, lost overboard. The other anchor was immediately let go, and safely held her.

This made an all night's job of work for all hands, to pick up the lost chain and anchor. Besides this, the untoward accident was regarded by many of the old salts as an evil omen, and prophecies of future disasters, inaugurated by this, were not wanting on all sides. But we were too busied with the present to care much about the future.

By daylight we had recovered our anchor and chain, and shortly after, the tide serving, we stood out to sea. As soon as the ship was fairly under weigh, the decks cleared, and the hurry and bustle over, I ventured on deck. My limbs were yet weak, and the dancing motion of the vessel, as she bounded along under a stiff topgallant breeze, made it hard work for me to get along. But by dint of clinging to the guns, the stanchions, and ladders, I at length succeeded in reaching the upper deck.

As I saw the land gradually receding from view, and felt the fresh sea breeze fanning my cheek, I first began to realize that I was attaining the great desire of my heart. We were at last at sea.

Thus it began—a three-year voyage that was to take Columbus to such way places as Brazil, Java, China and Manila. Then it was on to Japan, the Hawaiian Islands and finally Valparaiso, Chile, where after almost two full years, crew members were given \$10 apiece and allowed to go ashore and throw a liberty.

But even if time ashore for the crew had been limited on the cruise, the voyage was an example of how the U. S. Navy is often called upon to play a role as diplomat, in this case to obtain from Oriental countries commercial rights for U. S. traders who were soon to ply the Pacific.

TAFFRAIL TALK

Did you happen to see the picture of the large gentleman in Army garb, complete with Sam Browne belt and flowing mustache, appearing in the group photo at the top of page 61 in our August issue ("Railroad Navy")? Don't let the uniform fool you though, because he was a Navyman—the late Rear Admiral Charles P. Plunkett, USN.

Admiral Plunkett, after whom USS *Plunkett* (DD 431) was named, was a big man, a quarter of a foot beyond six feet. He had a voice to match, we hear, and could be heard throughout his ship without benefit of a megaphone or P.A. system.

Admiral Plunkett had a long and distinguished career in the Navy. It was largely through the ideas and forcefulness of the old-time Navy leader that naval guns were used in France.



From Moffett Field, Calif., comes a story of a well planned fire drill that went askew because two sailors were too well-drilled!

It happened the day Composite Squadron Three (VC-3) decided to give all hands a realistic fire drill, a workout that would impress the men with the necessity of being on the alert at all times for possible fire hazards.

Secretly, three fire inspectors from the First Lieutenant's office stole into one of the big hangars and dropped an already lighted smoke bomb into a trash can. Retreating from the hangar, the inspectors prepared to sound the alarm that would bring squadron personnel on the double to fight the "fire."

But two of the squadron's airmen, J. M. Abbott, ADAN, USN, and C. A. Johnson, AN, USN, got there before the inspectors could give the alarm.

Spotting the billowing smoke, the pair quickly swerved their tractor over to the can, threw it on the back and took off pronto to dispose of the mess at some distance from the hangar.

After them came the fire inspectors, shouting for the pair to bring back their "fire."

Everything turned out all right—the smoking can was returned to its place in the hangar—the fire drill was run as planned—and Abbott and Johnson retired from the field with honor.

★ ★ ★

If you have any comments about what you saw in this issue please pass it around so that nine other readers get a chance to do the same. In other words, to quote "Dotacion," the Cuban Navy's counterpart of ALL HANDS, "Este boletín se edita para 10 lectores. Todos deben verlo tan pronto como sea posible. PASELO!!" That means, PASS IT ON.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

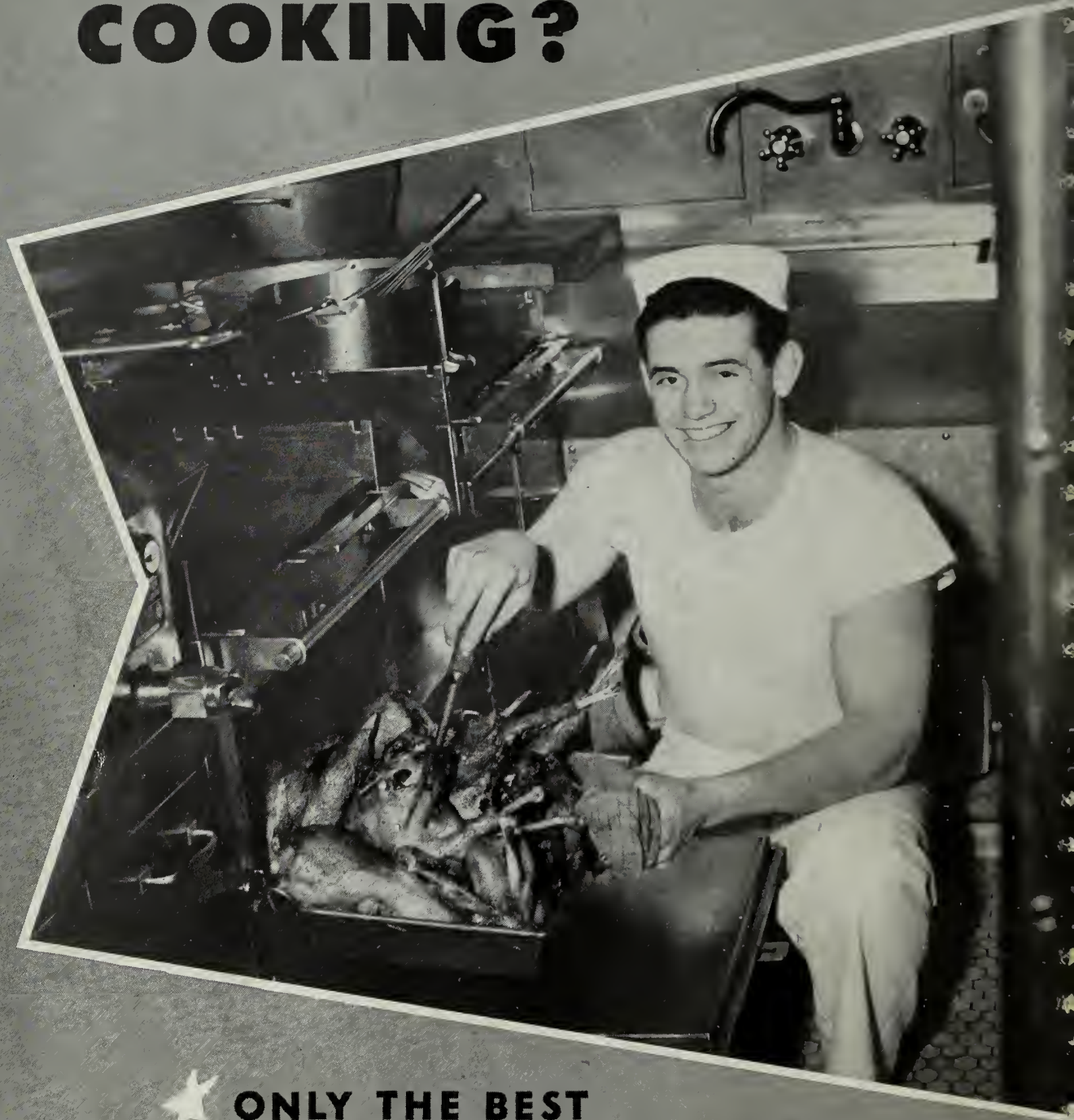
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: RED-JERSEYED 'gas king,' perched atop wing tank, refuels striped-nose Panther on flight deck of USS *Kearsarge* (CVA 33).



WHAT'S COOKING?



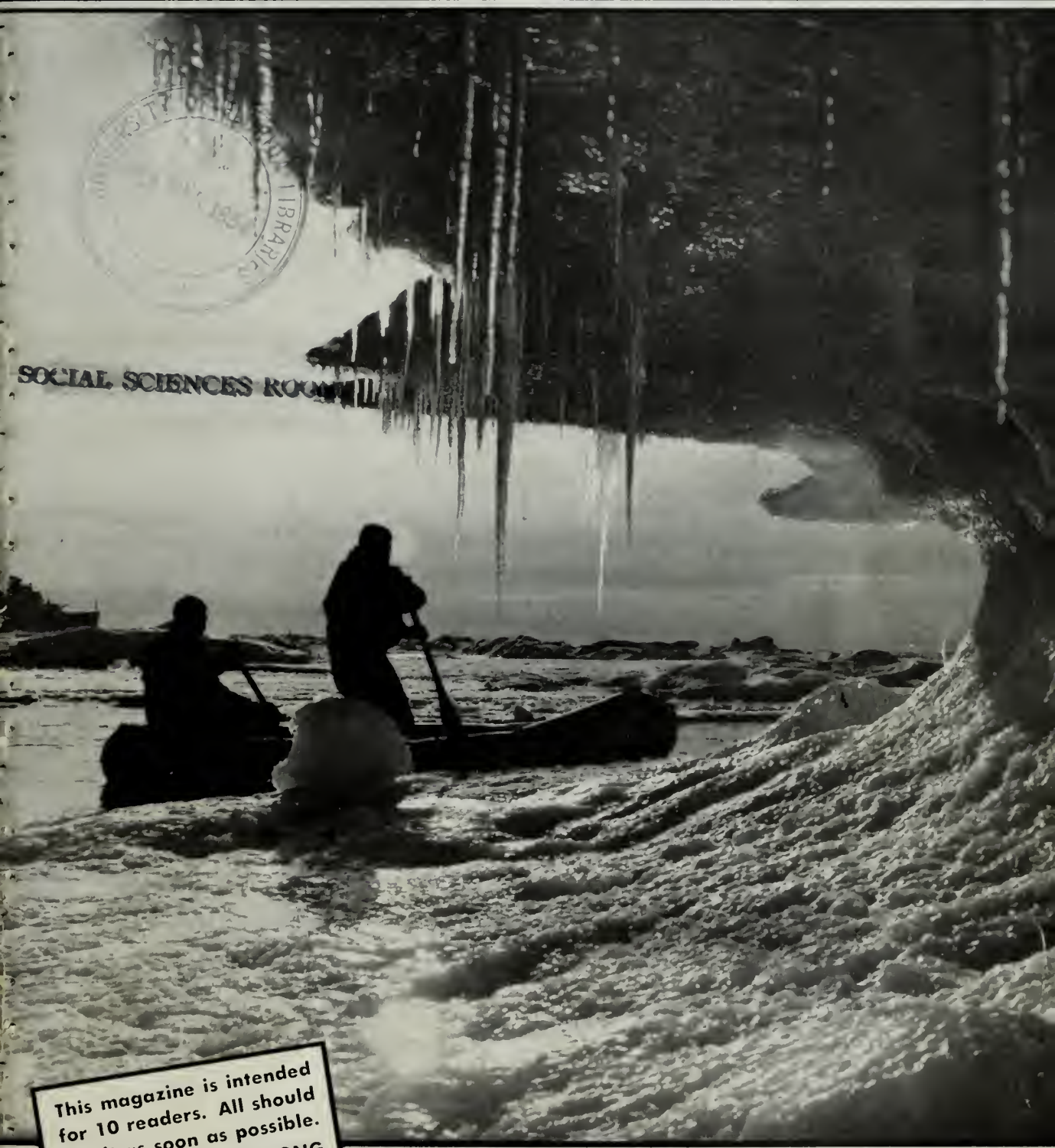
**ONLY THE BEST
FOR NAVY MEN
ASHORE AND AFLOAT**



GOOD FOOD IS A NAVY TRADITION

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

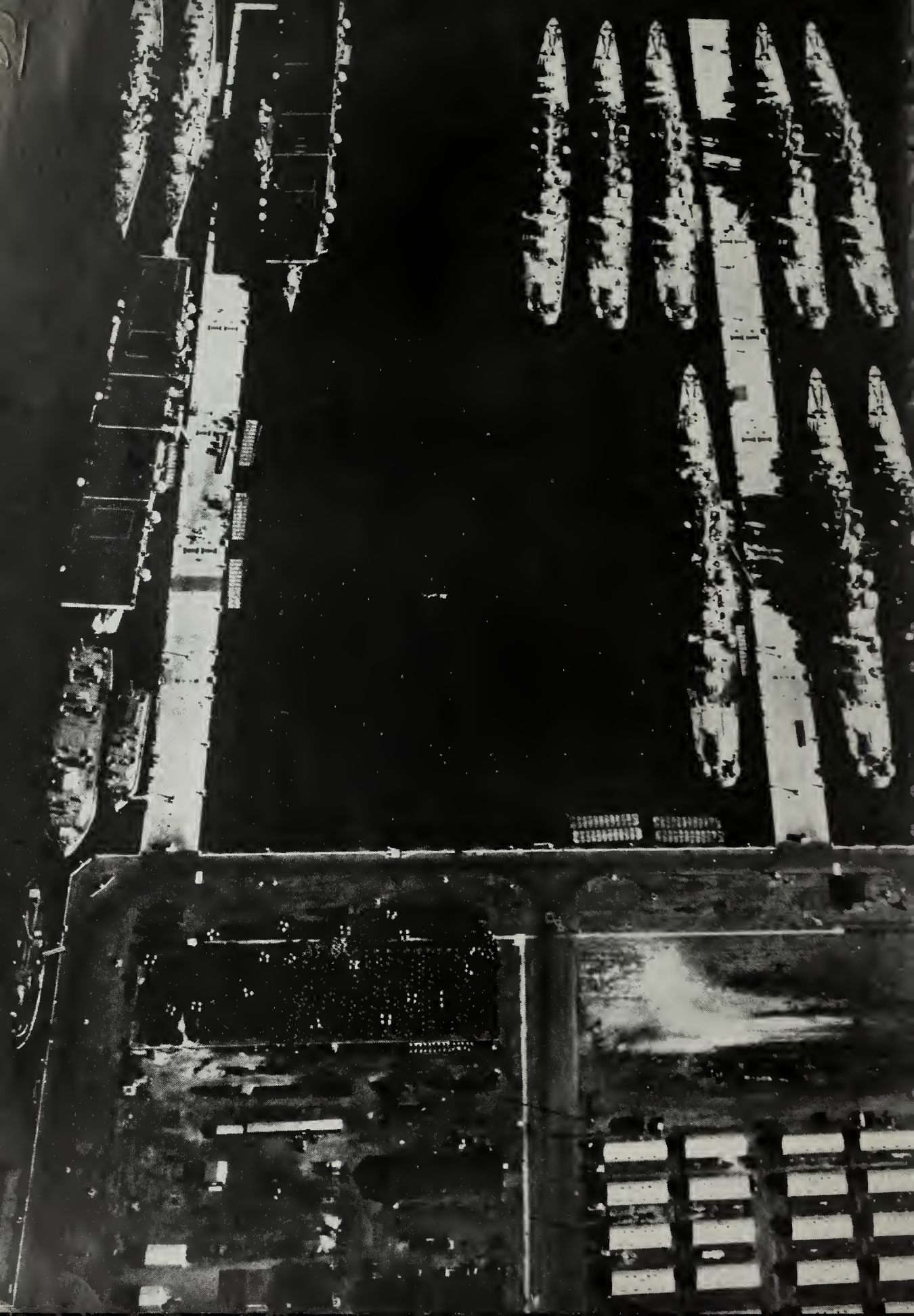


SOCIAL SCIENCES ROOM

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

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A 416

DECEMBER 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1954

Navpers-0

NUMBER 454

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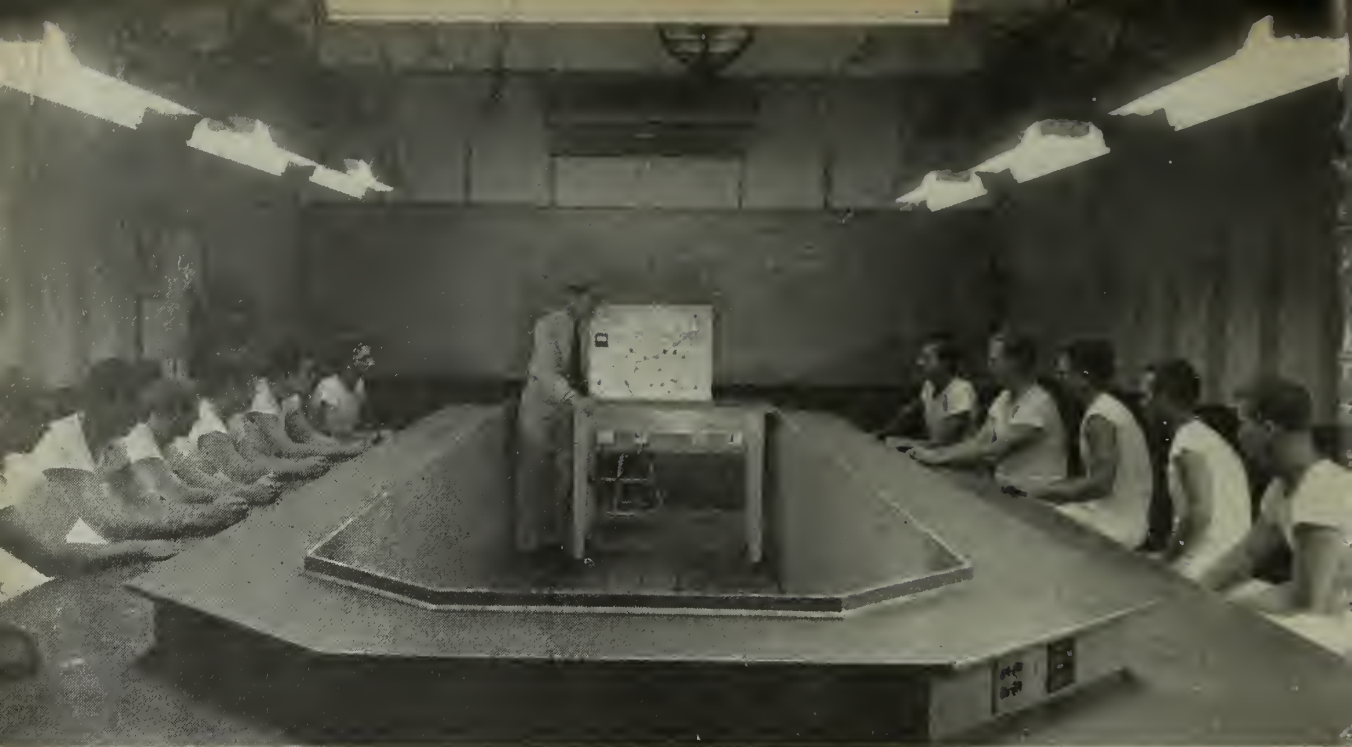
Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

• **FRONT COVER:** CREWMEN from USS *Burton Island* (AGB 1) are silhouetted against Arctic background. The icebreaker made naval history (see story, page 20) when it traversed the Northwest Passage.

• **AT LEFT:** GULL'S EYE VIEW—Aerial camera recorded this unusual view of part of the Pacific Reserve Fleet shown moored at San Francisco Naval Shipyard.

• **CREDITS:** All photographs published in *ALL HANDS* are official Department of Defense photos unless otherwise designated.



SPECIAL ELECTRONIC CIRCUITS are demonstrated to trainees on lighted board in classroom at guided missile school.

Missilemen Join Jet Age Navy

FOURTH OF JULY SKYROCKETS, with their trails of flame, will share atomic-age skies with a big brother — the guided missile — and Navy Bluejackets, trained in the intricacies of jet engines and rocket motors, electronic control systems and launching racks, will be the “brains” behind many of these weapons of the future.

Schools at Dam Neck, Va.; Pomona, Calif.; and Jacksonville, Fla., are already busy turning out Navymen with the “know how” to launch the “Sparrow I” air-to-air missile and the surface-to-surface “Regulus.”

Already serving in the Fleet are aircraft carriers, submarines and sea-plane tenders equipped to serve as launching platforms.

These will be the “duty stations” for the guided missilemen (GS) and the aviation guided missilemen (GF), who will move aboard with their launching racks and missiles, much as the mobile helicopter and drone units now move aboard the carriers, cruisers and other ships capable of handling them.

The guided missileman himself is still a rare bird around the Fleet.

You'll have to look close to find a petty officer wearing the distinctive rating badge showing the missile set in a circle of jagged flashes. But, for any Navyman setting out on a career, the future here looks bright.

Who can get to be one? What are the qualifications? What kind of training does the GS or GF get? What kind of duty will he draw after school? Well, you can find the answers to the first two questions in the Bulletin Board section of this issue (p. 41). Before we answer the other two, let's take a look at one of the Navy's missiles.

First of all, you should know what missiles are and how they are identified. Basically, the guided missile is just another weapon in Uncle Sam's bag of tricks. It's a complicated, expensive and sensitive weapon, sure, but it is just one more weapon the same as a torpedo (actually a guided missile too).

Missiles are identified by a two-letter combination of the three letters “A,” “S” or “U” plus the letter “M,” which stands for *missile*. The “A,” “S” and “U,” of course, represent *air*, *surface* and *underwater* respectively. For example, a surface-to-air

missile such as the “Lark” would be designated by the letters “SAM,” followed by the letter “N” (for Navy) and a model number with any modification letter applicable (a hypothetical number might look like this: SUM-N-3a). Popular names (“Lark” is one) may be assigned when a missile enters the developmental stage.

Now, for a typical missile let's pick this same “Lark.” It has a 14-foot, 5-inch cylindrical hull, with a subsonic streamlined nose and a straight-tapered tail section. Two horizontal and two vertical wings are fitted midway along the hull, with four tail-vanes at the rear end.

The “Lark's” aerodynamic surfaces (those surfaces which act upon the earth's air stream to give the missile lift and stability) are rectangular and carry trailing-edge control surfaces. On the wings, the control surfaces provide directional steering; on the tail-vanes, they control the flight altitude and serve as trimmers. Extensible ailerons, normally retracted within the vertical wings, snap out on either side to check any tendency of the missile to roll.

A launching booster, comprising

two standard JATO units inside a large box fin, is attached at the tail of the 1210-pound missile.

"Larks" are made up of the same five components common to all guided missiles: fuze, warhead, airframe, power plant and intelligence or guidance system.

Since the whole missiles program is still in the developmental stage, actual warheads and fuzes have been little used, their space being taken up by research instruments of various types. However, warheads may be made up of many of the common explosive or atomic materials, while fuzes may be such conventional types as proximity, point of impact, command or elapsed-time fuzes.

The airframe is the principal structural component or frame of the missile. The shape of the airframe or body of the missile, plus such appendages as the wings and tail surfaces, form the "configuration" of the missile.

"Lark's" propulsion unit is a bi-fuel two-motor rocket system which uses red fuming nitric acid and aniline. Once the "booster" rig is jettisoned, only the main, "sustaining" motor operates. The second motor, the "auxiliary," is called upon to supply additional thrust for executing maneuvers in response to the servo system. The fuel and oxidizer are forced into the engine by bottles of compressed air at a pressure of 500 pounds per square inch.

This particular missile operates on a command-guidance system until it is near enough to the target for the

missile's own radar-homing device to take over and lead the missile into the target. In the command guidance system a surface radio-radar station tracks both the target and the missile and leads the high-speed missile into a collision course with target.

Let's take a look at the various schools. Men selected for SSM (surface-to-surface missile) training and a change in rating to GS will take their initial training at the U. S. Naval Guided Missiles School at Dam Neck, Va. Men slated for eventual assignment to "Regulus" electronics or ordnance and propulsion billets also will get their training at this school. The courses offered are:

- **Guided Missileman, Class "A"**—This is a 36-week course in the basic knowledge and skills required by GSs and includes technical instruction on surface-launched missiles.

- **"Regulus" Electronics, Class "C"**—In addition to technical instruction on the "Regulus" missile, this 24-week course also provides review and instruction in the basic knowledge and skills required.

- **"Regulus" Ordnance and Propulsion, Class "C"**—This school provides a 12-week course on surface-launched guided missiles and instruction on "Regulus" handling and launching equipment, propulsion systems and structural and explosive components.

The Virginia school also offers two courses restricted to officers. One of these is a two-week indoctrination course for officers scheduled for

REGULUS, surface to surface missile, is poised just before take-off from launching rack aboard ship. Right: Loon soars skyward during land test.





LAUNCHED AT SEA, *Regulus* takes off from the deck of modified seaplane tender during surface experiments.

assignment to administrative, planning or control billets concerned with guided missiles.

The second course runs for 12 weeks and is designed to provide instruction to those officers who will be intimately concerned with the operation, maintenance and repair of surface-to-surface missiles.

SAM training (surface-to-air missiles) is the province of the Guided Missiles School at Pomona, Calif. The two major courses cover the electronics and ordnance phases of supersonic missiles designed for shipboard launching against enemy aircraft.

Pomona also offers an indoctrination course for officers scheduled for assignment to administrative, planning or control billets concerned with surface-launched missiles, as well as a 12-week course for officers going to surface-to-air missiles billets.

Men slated for billets with air-to-air missiles units will receive their

initial training at the U. S. Naval Air Weapons School, Jacksonville, Fla. While Class "A" schooling is not yet available here (it is expected that Class "A" schools will be implemented during the coming year), there are two Class "C" schools covering various phases of the "Sparrow I" missile and a 48-week course designed for men who will change their rating to GF.

Known as the "Air Launched Guided Missileman Conversion Course," this is not classified as "A," "B" or "C," since it encompasses fields normally contained in all three. The course provides 20 weeks of electronics background, plus 28 weeks of the theoretical and practical background required for administrative and maintenance billets in air-to-air missile units.

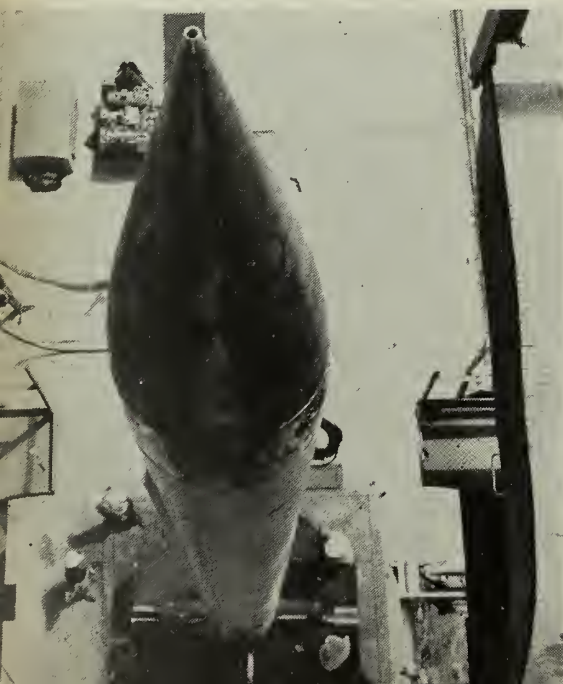
The two Class "C" courses currently being offered at the Florida school are: (1) "Sparrow" Maintenance, a 28-week course designed

to provide selected officers and enlisted men with the basic knowledges and skills required of guided missilemen, in addition to the theoretical and practical elements mentioned above. The Aircraft Armament Control System course runs for 19 weeks and is designed for men who will operate the external controlling radar for "Sparrow I" missiles. Men who complete this course will be converted to the AQ rating.

Historically, guided missiles in the Navy date back to the mid-1930s, when several projects to fly aircraft by remote control were undertaken. The primary purpose of these tests was to provide the Fleet with readily available antiaircraft targets. A successful radio-controlled drone was made available in 1938.

Research on the "Regulus," which resembles a 30-foot, swept wing jet plane, was started in 1947. Designed for launching from subma-

BUSINESS END of Viking towers 48 feet above men. Right: Trainees construct transmitter chassis at missile school.





NORTON SOUND (AVM 1) has been adapted as Navy's sea-going rocket lab for testing missiles, launching methods.

ruines, surface ships or shore bases, the missile is launched from equipment that can be installed in a relatively short period of time on several types of ships, at relatively low cost and with only slight modification to the ship itself.

The "Sparrow" can be carried and launched by fighter aircraft. A sleek needle-nosed missile, it is slated for operational use with carrier-based jet planes in both the Atlantic and Pacific fleets.

Once their schooling in missiles like these has been completed, guided missilemen will find a wide variety of assignments open to them. Fleetwise, the Navy is now ready to operate guided missiles from aircraft carriers, battleships, cruisers, submarines and seaplane tenders.

The ASW support aircraft carrier *Princeton* (CVS 37) has already successfully launched the "Regulus" at sea, and other carriers are scheduled for the slight modification

necessary to store and launch the surface-to-surface missile.

The Navy's experimental gunnery ship, *Mississippi* (EAG 127) no longer carries the triple 14-inch gun turrets aft. She is now equipped to carry and launch both guided missiles and rockets.

The guided missile ship *Norton Sound* (AVM 1) has been adapted as the Navy's "sea-going rocket laboratory" and has carried out experiments with a number of guided missiles. *Norton Sound* has fired both the "Loon" and the "Aerobee," the latter a true rocket capable of attaining altitudes of 78 miles and speeds of 2000 miles per hour.

Several submarines have also been modified to handle guided missiles.

Shore duty billets for the missilemen will also be available at the schools themselves and at missiles testing and training units.

Guided missiles, like canted decks and atomic submarines, promise to

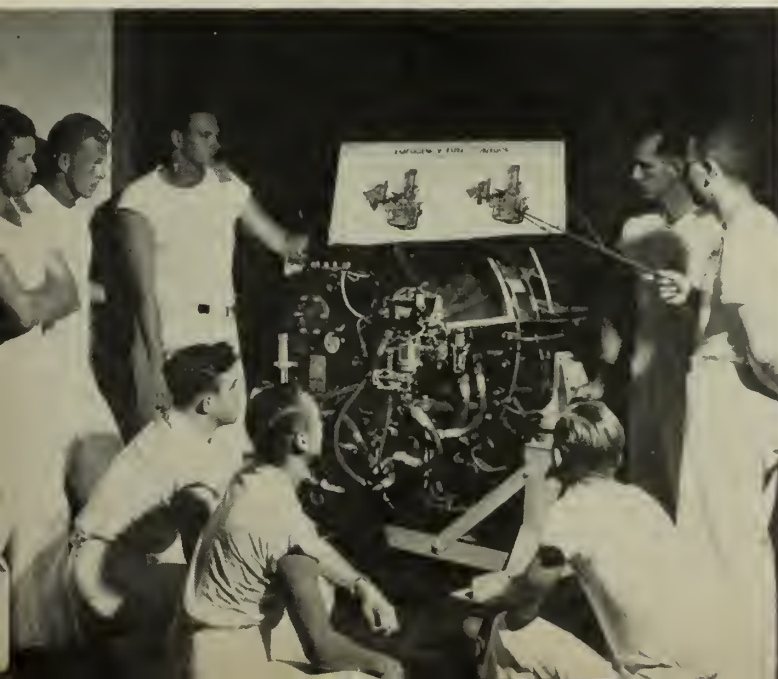
play an increasingly important role. A little more than a year ago, Admiral Robert B. Carney, USN, Chief of Naval Operations, stated:

"In the field of guided missiles I think we are witnessing the end of a major phase. We fully expect very soon, to introduce to the operating Navy guided missiles of all descriptions; surface to surface, surface to air, air to surface, and air to air. The fact that all these missiles are being phased into the Fleet at the same time represents the fulfillment of the planners' dreams."

Today, with plants turning out SSMs, SAMs and AAMs and launchers, shipyards and air facilities busy converting or modifying vessels and planes to act as platforms for missile launching, and schools teaching bluejackets to operate these weapons of the future—the future has arrived and the guided missileman has a big stake in it.

—Barney Baugh, J01, USN.

MISSILE ENGINE is studied in classroom. **Right:** Wing-folding operation of *Regulus* is demonstrated to missilemen.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHIPPING OVER** — Thinking about your reenlistment? Here's the latest information:

Terms of reenlistment will continue to be for four or six years—**BUT** your *first* reenlistment may now be for two, three, four or six years. This is applicable to Regular Navy personnel and for Naval Reservists serving on active duty who reenlist in the Regular Navy. Four years continues to be the term set for Reservists reenlisting in the Naval Reserve.

Former restriction on one year extensions have been removed and you may now extend your enlistment voluntarily for one, two, three or four years, subject to the approval of your commanding officer and if otherwise qualified. You may also reextend for the same periods, provided the extensions and reextensions do not total more than four years in any single enlistment.

Reenlistment bonus or allowance, mileage and leave pay continue to be the same as that described in the September 1954 issue of *ALL HANDS*.

• **RECRUITING DUTY**—BuPers is looking for requests for recruiting duty from eligible personnel. Requests for this type duty are desired particularly from chief and first class yeomen and personnel men.

If you request recruiting duty, you must be eligible for shore duty and meet the qualifications outlined in Article C-5208, *BuPers Manual*. Your request should be submitted to the Chief of Naval Personnel (Attn: Pers B-61). Send it via your commanding officer and in accordance

with BuPers Inst. 1306.20B and BuPers Inst. 1336.1A.

On your request for this type duty, you should indicate your three choices of duty, giving the particular city and state. When you receive your orders to recruiting duty, you must have obligated service equal to the normal tour of shore duty. If you don't, you'll have to sign an agreement to extend or reenlist.

• **FOREIGN DUTY**—Do you want some good foreign duty? There are openings in naval missions, MAAGs, joint staffs and Supreme Headquarters Allied Powers Europe and its various NATO components. If you have one of the below listed rates and meet the requirements of BuPers Inst. 1306.6A, your chances are good.

Requests for this type duty are desired from personnel with the following rates—the asterisk (*) indicates that prior shipboard duty is not required:

Pay Grade E-5: RM, ET, YN, TE, SK, DM,* CS, CD*.

Pay Grade E-4: RM, ET, YN, TE, SK, DM,* CS, CD*.

Pay Grade E-3: RM, ET, YN, TE, SK, CS, CD*.

Many requests have been received from personnel of all ratings for mission duty. However, the majority of the applicants have not had the prior experience in an operating vessel or Fleet combat unit.

Preference will be given to those applicants who have served one of the past five years in a ship or in an operating combat unit of the Fleet.

• **WARRANT OFFICERS**—Here is an up-to-date summary of the correct way to refer to warrant officers. This information conforms to the most recent legislation affecting warrant officers, the new "career law" passed by the 83rd Congress.

As it has right along, the lowest warrant grade, W-1, carries the title of "Warrant Officer." The higher three grades, W-2, W-3 and W-4, carry the titles "Chief Warrant Officer."

The thing to note here is that W-2, W-3 and W-4 officers are not addressed as "commissioned warrant officers," despite the fact that this term has found widespread use.

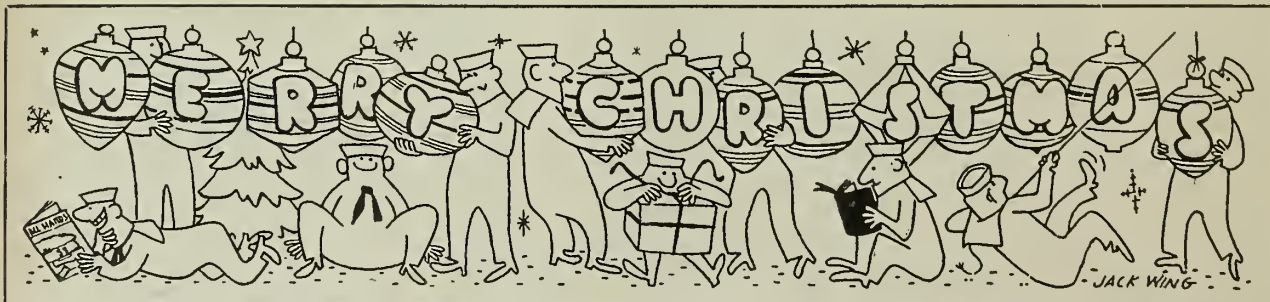
Actually, as anyone within shooting distance of warrant grade himself knows, the top three warrant officer pay grades are awarded commissions from the President of the U. S. when their appointment is announced, the same as other commissioned officers. But it is now no more correct to call a chief warrant officer a "commissioned warrant officer" than it is to call a commander a "commissioned commander."

• **AUGMENTATION PROGRAM**—BuPers Inst. 1120.12C outlines eligibility requirements and processing procedures whereby Naval Reserve officers and temporary Regular Navy officers (such as enlisted personnel, commissioned warrant and warrant officers now serving under temporary commissions) in the ranks of lieutenant and below may be considered for appointment as commissioned officers in the Regular Navy.

Eligible under this program are:

(1) Ex-Naval Aviation cadets not above the grade of lieutenant.

(2) Male officers not above the grade of lieutenant for appointment in the line, Medical Corps, Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps or Medical



PASS THIS COPY ALONG — Don't hide this issue in the Christmas rush — it is intended for nine other readers.

Service Corps.

(3) Women officers not above the grade of lieutenant (junior grade) for appointment in the line, Medical Corps, Supply Corps, Dental Corps or Medical Service Corps.

(4) Officers of the Nurse Corps Reserve not above the grade of lieutenant.

The instruction points out that only the most outstanding officers will be selected for appointment in the Regular Navy, with selections based upon demonstrated ability in the performance of duty, and sincere motivation for making the Navy a career.

Officers who are not selected for augmentation cannot reapply for a period of 12 months computed from the date of their application. Those who are selected will be transferred to the Regular Navy without reduction in their grade or precedence held at the time of transfer.

Interested officers should check the instruction for full details.

• **WAVES STRENGTH** — Waves on active duty—at least 5000 enlisted women and 500 women officers—will continue to be an essential part of the peacetime Navy, according to CAPT Louise K. Wilde, USN, Assistant Chief for Women, in a recent statement. Any reduction in the present active duty strength of approximately 7000 enlisted women and 900 women officers will be accomplished gradually through expiration of enlistments, adjustment in monthly recruiting quotas and the gradual release of senior Reserve officers to inactive duty.

"Vice Admiral J. L. Holloway, Jr., USN, Chief of Naval Personnel, believes that it is imperative to maintain on active duty in the Navy at all times a trained, useful nucleus of Wave officers and enlisted women," said CAPT Wilde. "They serve in peacetime primarily as a mobilization base of military personnel who would provide the necessary leadership and experience to facilitate the training and effective utilization of vast numbers of young women needed by the Navy to meet our personnel requirements in time of war.

"The Navy plans to retain an active duty strength of at least 5000 enlisted women and 500 women officers. This number is considered necessary to carry out the peacetime mission and to help the men of the

Navy with the military tasks that must be done throughout the shore establishment to back up the forces afloat.

"During Korea the size of the Navy was necessarily increased and many Reservists were recalled to active duty. Now that the fighting is over, the Navy has been carrying out an orderly reduction in its personnel strength.

"This reduction applies to Waves, too, and it is anticipated that over the next two or three years the number of enlisted women will be reduced gradually from 7000 to 5000, and the number of officers on active duty from 900 to 500 or 600. In order to maintain these numbers, however, it will be necessary to recruit approximately 150 women each month and to commission approximately 135 Wave officers each year. Every effort is being made to encourage reenlistments and there are no plans to effect the early discharge of enlisted women.

"Because 'womanpower' is a significant percentage of 'manpower' and because our nation must continue during its fight for peace to maintain relatively large military forces, there will continue in the years ahead to be a need in the U.S. Navy for women who have the imagination, the patience, the courage and the desire to shoulder their citizenship responsibilities by serving their country in uniform."

• **OFFICERS' OVERCOAT**—Newly-commissioned officers will get a chance to save money thanks to a new medium-weight overcoat which may be substituted for both the heavy overcoat and dark blue raincoat.

An optional substitution in the officers' minimum outfit, the all-purpose garment has been approved by the Secretary of the Navy for use on any occasion. The heavy coat is still authorized for indefinite use, however, while the present blue raincoat is authorized for the next five years.

The new coat looks exactly the same as the present overcoat, being worn with gold buttons and shoulder marks, but it will be of 15-to-22 ounce water-repellent material instead of the heavy 28-ounce broadcloth used in the "bridge coat." A removable sleeveless liner of woolen or synthetic fleece gives the new coat added warmth.

QUIZ AWEIGH

Let's finish off the old year and start the new year out right with a four-oh on this month's quiz. This quiz isn't too difficult, but look for some toughies in the months to come.



1. Pictured here is one of the 5-in. mounts on USS Albany (CA 123). The gunner's mate is polishing what is correctly known as (a) tompon (b) gun plug (c) shell stopper.

2. The main purpose of this piece is (a) for decorative purposes (b) to keep out dirt and spray (c) to give the gunner's mate something extra to do.



3. Here's a picture of one of the latest aircraft to reach Navy Squadrons. You'll recognize it as the (a) F7U-3 "Cutlass" (b) P2V-5 "Neptune" (c) P5M "Marlin."

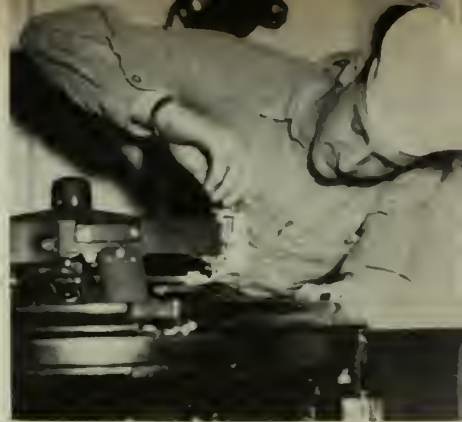
4. This type is usually assigned to squadrons with the designation (a) HS (b) VP (c) VF.



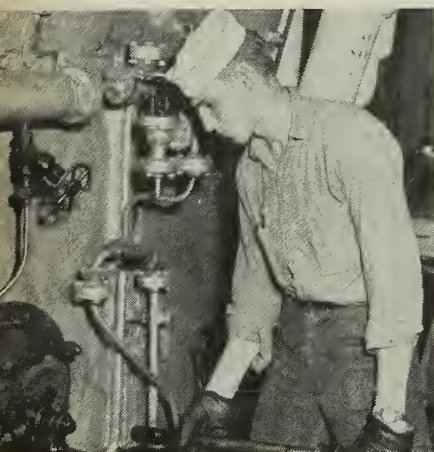
5. Look at this picture closely. It's part of the structure of a (a) helicopter (b) submarine (c) PT boat.

6. This type operating station would be found on a (a) HUP 'copter (b) "800"-class PT boat (c) streamlined fleet type submarine (with snorkel).

ANSWERS ON PAGE 48



One Man's View on Shipping Over



The problem of whether to reenlist or get out of the Navy is a recurring and, sometimes, a difficult one. Asked by ALL HANDS to tell other Navymen his views on the subject, one old-timer gave the answer presented below.

After 14 years in the Navy, Bill Miller, QMC, USN, is well qualified to speak on matters that concern Navy enlisted personnel. He's been a sea-going sailor for most of his career. The only exceptions are two brief spells of shore duty—one as an NROTC instructor; the other at BuPers. At present, he is stationed at USMAB, Little Creek, Va.

BEFORE GETTING THIS MASTERPIECE underway, I'd like to go on record with one item. I can give you 100 reasons for leaving the Navy. If the present reenlistment rate is any indication, the chances are about 20 to one that you can count eadenee with me right down the line. You've already made up your mind not to ship over at the end of your enlistment and you've gathered in plenty of reasons for not shipping over.

I can also give you 100 reasons for staying on in the Navy. Even if you tried, you couldn't stay with me more than a quarter of the way. Since you're quite obviously set against reenlisting it's only natural that you haven't come up with as many reasons for staying in as you have for getting out.

There are certain phases of Navy life that distinguish it from any other way of life. Some aspects cause the

Navy to come out second best when compared to civilian life. A married sailor on sea duty doesn't get home every night of the year. Now and then you put in some extra hours. For this you don't get paid. You can't walk off the job when the mood strikes—as you can on a civilian job.

On the other hand, some of those aspects put the Navy way out in front. These happen to mean a lot to me—not only right now, either. I gave these factors plenty of consideration before the end of both my first and second enlistments. Leaving the Navy would have meant the end of them. Shipping over meant the continuation of them. It's as basic as that.

Teamwork — One of these aspects of Navy life is teamwork. Teamwork may not be one of the most important items on the cheek-off list of human activities, but it is a sweet thing to see in action. It's one of those things that's hard to define, but you recognize it when you see it. In the Navy you find it constantly taking place and in many forms.

Take the "Little Beaver" squadron, for example. In the mid-way stretch of World War II the six destroyers of this group were making history in the northern Solomon Islands. If ever a ship could be called a "character," each of these DDs certainly qualified. But when they sortied out to give battle—under the squadron commander, Captain Arleigh "31 - Knot" Burke — they

ALL men here have something in common; they've worked together in USS Aldebaran (AF 10). Like you, they'll have to answer the shipping over question.

ALL HANDS



formed one of the most smoothly operating, deadliest teams of that time.

Characters? Once, while on their way to bombard Japanese shore installations, *uss Charles Ausburne* (DD 570), *Dyson* (DD 572) and *Stanly* (DD 478) shot up a Japanese auxiliary and a destroyer minelayer. They picked up 75 enemy survivors out of the water—most of them against their will. A few hours later a lot of the prisoners were politely offering to pass ammunition during the bombardment.

During one destroyer battle *Dyson* became the only ship in the war to fire her torpedoes over an enemy vessel—a badly shot-up DD which went down just before *Dyson's* torpedo spread reached it.

In the same battle *uss Claxton* (DD 571) had three enemy DDs working her over with shell fire. Turning and twisting at 31 knots, she refused to be hit. Before the fight was over, though, there were two inches of water on the deck of the bridge—caused by the splashes of close-hitting salvos.

About the same time *Dyson* fired her spread, an enemy DD let go at *uss Converse* (DD 509) with a torpedo spread of its own. One of these fish reached *Converse*. It was one of the Japanese “long lance” variety, a truly lethal piece of destruction. But for *Converse* it was, happily, a dud.

Each was an individual character—but working together these ships and their crews achieved 4.0 teamwork.

In the Battle of Cape St. George they fought one of the classic surface actions of the war. It was five U. S. DDs against five enemy DDs. A long battle, complete with a stern chase and all, it lasted from midnight to sunrise. The score: three enemy DDs sunk and one damaged; one U. S. DD damaged. Teamwork was the big factor.

Well, that was 10 years ago and the teamwork involved ships in combat. Right now, I know of a loading crew on an LSMR which services its rocket launcher at the rate of 40 rounds a minute. That's just about the record.

Some people claim that by work-

ing for teamwork you lose individuality. Those people should see this crew. One is the ship's barber—a good barber and an individualist if ever there was one. One is considered the best athlete on the ship. Another is a very solid citizen; a quiet guy with a wife and two kids. And another is nicknamed “*Lover*”—which, for Norfolk, is quite a title.

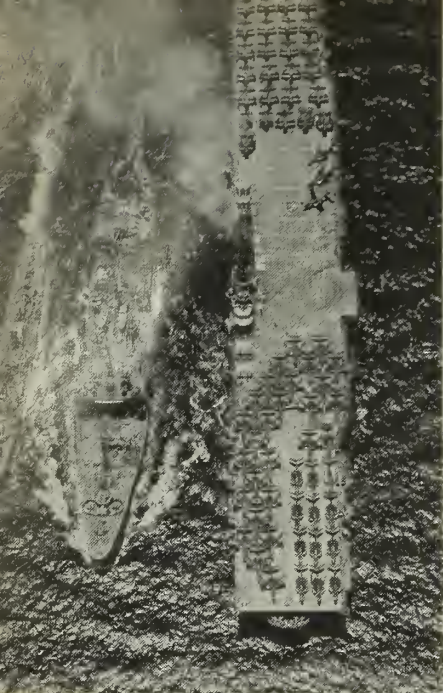
Teamwork, as I said before, is to me a sweet thing to see. It's my contention that in the Navy you've got some very good opportunities not only to see top drawer teamwork, but to take part in it, too.

Travel Travel—and visiting places I'd surely never get to see otherwise—is another reason why I've always given the nod to the Navy in making the choice between naval life and civilian life.

Train the spotlight on a scene which happens almost daily. It's one that never grows dull. A ship has just put into a foreign port. The liberty boat pulls up to the landing. The old questions are asked; the standard answers given. “Are the

LIBERTY BOAT with full load of sailors heads for a landing in the oriental port of Singapore, British Malaya.





NAVY teamwork is everywhere. Here USS Philippine Sea and Erben are refueled at sea by USS Chemung.

cops tough in this place? . . . What's the value of a pound, now? . . . How many *yen* in a dollar? . . . How many *pesos*? . . . How many *francs*? . . .

The questions are answered. With them comes the advice. "Steer clear of the little bars . . . Keep away from that part of town over by the hill, three sailors were rolled there. . . . Try to do your shopping on the main drag before the stores close."

Returning to the ship late that

night, the gift-laden sailors have advanced their knowledge. They've seen a different part of the world. They've learned new customs.

Looking at their ship lying in the harbor they begin to see it in a different light. After a spell ashore in a foreign port, they find themselves thinking of their ship as being more like home than ever before. One of the finest scenes in a sailor's eye is his ship riding at anchor in an overseas port. At this time *the* ship becomes, more than ever before, *my* ship.

The American dollar buys a lot in such places. Most men will run through their cash on hand. Before long it's almost impossible to borrow even a dime. At such a time one of the oldest traditions of seagoing men proves its strength. This is the tradition of the "unlocked sea-chest." Today, though, it takes form in the "unlocked locker."

There are not many groups of men in which unlocked lockers would be the rule. The Navy, however, is formed of thousands of such groups.

Following a ship's tour in foreign waters there comes the great feeling of "homeward bound." No matter how many times a man returns to the States, the joy of "going home" never palls. It's a strange thing about making a foreign cruise. There's a wonderful feeling as the ship gets underway, outward bound. And the feeling is just as strong when the hook is dropped in the home port.

There's a paradox here of a sort. The ideas of compensations and bal-

ances don't check out as the books on psychology would indicate. But that's no loss to the sailor making the cruise. A man can spend many years on the sea and never grow weary of the twin joys of "outward bound" and "homeward bound."

Qualities of Manhood Don't let those words run you off. This *could* read like those lectures they used to give at the YMCA. You know: Be upstanding, be noble, never tell a lie, smile when things go against you. . . .

But with duty in 10 different ships and on a couple of shore stations, I've got some pretty firm ideas of my own on this subject. Anyone would who has seen a few hundred different groups of men in fight, fun and frolic.

Navy men don't get gushy on this subject. A powerfully built six-footer takes on six thugs that try to jump him. Someone says, "The guy is all man." A bow lookout on a mine sweeper in the Aleutians, through a mix-up with 10,000-to-1 odds against it, fails to get relieved. He stands six hours in the wind and sleet. His leading P.O. says, "The kid is rugged." An assault boat coxswain makes his run in to the beach after the three landing craft ahead of him are sunk. The ship's joker says, "A paratrooper, yet."

Anyone who reads over the accounts of the Navy's actions in World War II and the Korean War will find repeated instances of courage, self sacrifice, fortitude and determination. For each recorded instance, scores have gone unrecorded. For every "large scale" instance there are hundreds of "small scale" ones.

The fireman who "turns his hat around and relieves himself" by standing a sick friend's watch. . . . The technician who painstakingly labors, without reward or comment, over his equipment. . . . The lookout who, rather than stand his watch behind a brine-encrusted windshield, takes an exposed position in the weather for a better view. . . . You supply the word for the quality being shown here—you've seen such instances, too.

As I said, sailors don't often express themselves well when on the subject of qualities of manhood. Nevertheless, the qualities are found in the Navy—and in more than just a small degree.



An Outfit with a Heart. The point is sometimes raised that the Navy doesn't "have a heart," that it's such a vast, wide-spread outfit that it loses track of the individual man. If there's one thing that develops with time in the service, it's the realization that the Navy *does* have a heart.

The recent case of one PO3 I know of may be a little exceptional, but it's one of the best instances I've heard about to show what I'm getting at. I'll call the man "Gunner," which is neither his name, nickname nor rate.

Gunner's ship was an Atlantic Fleet auxiliary ordered to carry a cargo to Hawaii. It was a long haul from Norfolk and, good sailor that he was, Gunner went ashore the first night and had an enjoyable time. The next day he went ashore in the afternoon to buy some souvenirs for his folks.

At a large department store he was waited on by a very attractive girl. She was no movie star but she had certain qualities that appealed to Gunner. Gunner was no boot. He turned on the charm and managed to date her. Not just one date, either, but with the aid of standby liberty chits, every possible minute of his ship's stay in port. As a result, on the long cruise back to the East Coast his division mates had a dreamy-acting sailor on their hands.

Back in Norfolk, Gunner realized he was a long way from his girl, not only in miles, but "administratively," too. He knew it could be done, though. And with the help of some savvy yeomen and understanding officers, he started the ball rolling. One request, which went through the Force and Fleet commands, saw him assigned to a destroyer being deployed to the Pacific Fleet. Another request, since he had sufficient sea duty, put him on the overseas service eligibility list for duty in Hawaii. In the final move he reported in for duty at a ComServPac activity not more than three miles from the girl's home. In less than two months he went through one of the most difficult change-of-duty series in the Navy. He did it to be near the girl. That's what he wanted, and—thanks to the fact that the Navy has a heart—that's what he got.

"O.K.," you might say, "So a man can make a certain duty station. So he goes through the right channels

and winds up on the other side of the world, just where he wants to be. So?"

O.K. For one thing, he's in a military outfit. If it wanted to, military outfit has full authority to say: "You'll go where we want you. You'll stay where we put you." The Navy *can* say it. But being an outfit with a heart it honors, where possible, a man's desire in regard to a duty station.

If you prefer statistics to accounts like Gunner's, try these for size: In a given three-month period, the Bureau of Naval Personnel assigns more than 400 men to tours of 'humanitarian shore duty.' These are four-month tours at a naval activity as close as possible to the man's family.

During the same period, the Atlantic Fleet command puts more than 240 men on its own form of "humanitarian duty." The Pacific Fleet has a similar arrangement. I don't know the numbers involved, but I suspect they're proportionately high, too.

Up to this point you've read about 2000 words. I've touched on four different aspects of Navy life that happen to appeal to me: An outfit with a heart, qualities of manhood, travel and teamwork.

These came more or less at random. I could go on in the same vein with other aspects of Navy life that appeal to me. Some of these aspects are: good times, fine associates, educational opportunities, an honored and honorable profession, comradeship, security and adventure.

Grouped together, these are

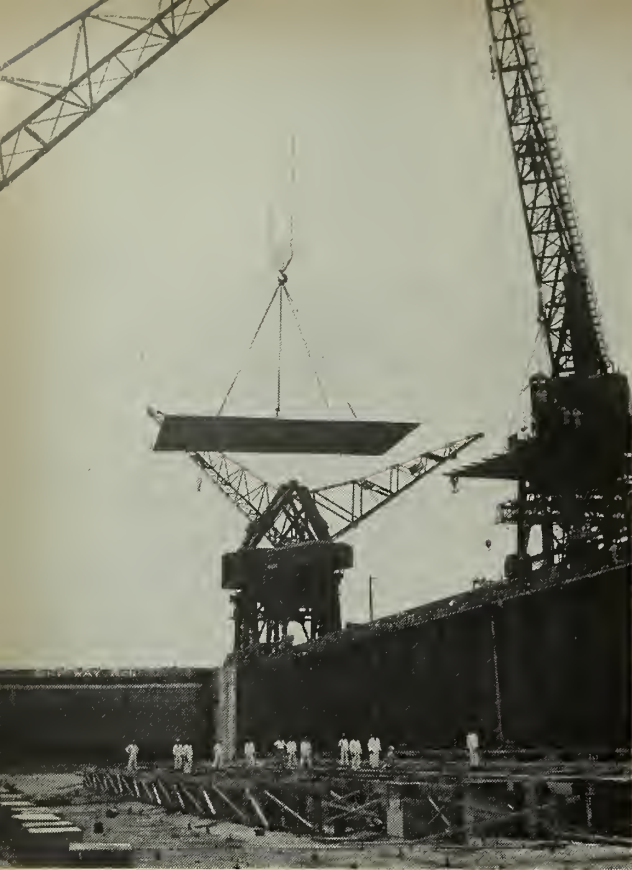
GOOD TIMES are plentiful and varied for Navymen. Below is a dance held aboard ship for the crew of USS Valley Forge, (CVS 45).



MANY different characters make up a ship's crew. It takes sailors with individuality to make ship's reputation.

among the aspects of Navy life that, to me for one, place the Navy out in front when compared to civilian life. I gave them their share of thought as both my first and second enlistments drew to a close. For your own part, it's no one's life but your own that you've got to think about. You owe it to yourself to give both sides of the question a fair and complete examination.

—Wm. J. Miller, QMC, USN



FIRST BOTTOM ASSEMBLY plate for *Forrestal* was swung into position on July 14, 1952. Below: By January 1953 bottom plates were installed, inner bottoms were begun.



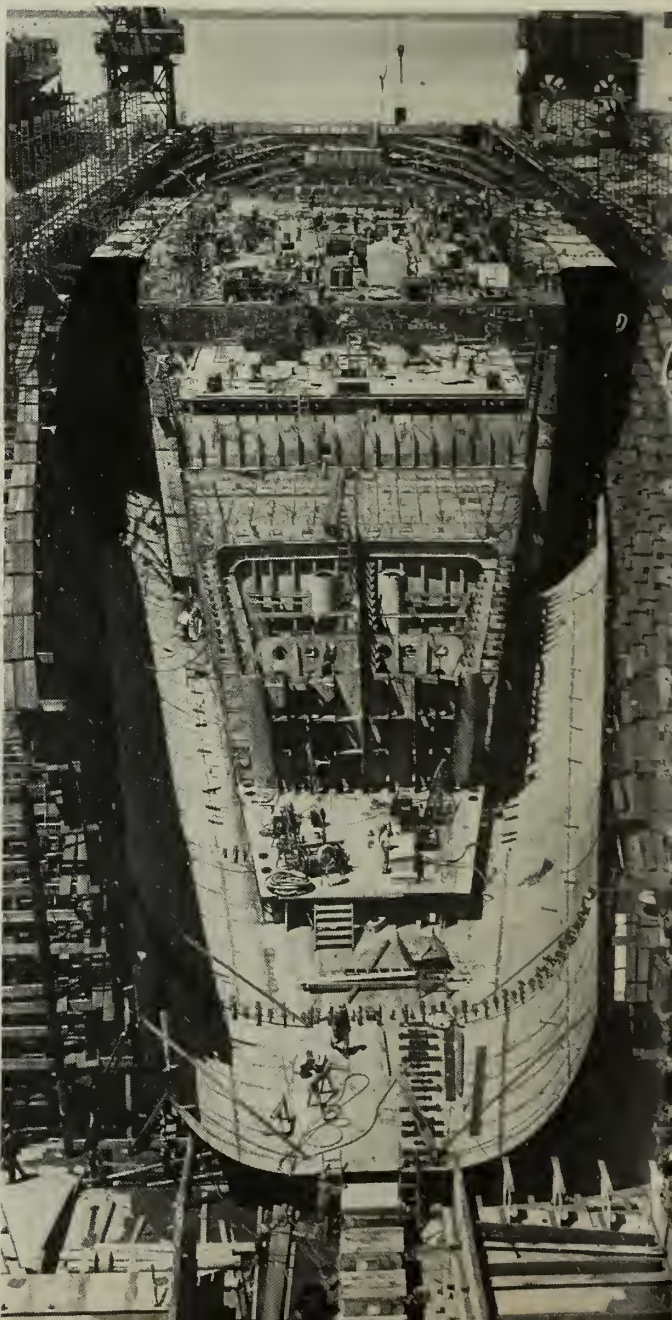
World's Most Modern

WHEN *USS Forrestal* (CVA 59) joins the fleet, she will embody features making her the world's most modern aircraft carrier. She is scheduled to be christened this month.

The huge flattop, abuilding since July 1952 when her keel was laid, will make use of such recent developments in carrier design as the canted flight deck, steam catapults and starboard deck edge elevators. She will be able to accommodate today's most powerful, jet-propelled aircraft.

Modern aircraft carriers have come a long way in the more than 30 years between the first U.S. flattop, *uss Langley*, and the present *Forrestal*. The steady increase in size and operating efficiency of the aircraft carrier has been necessitated by the increased

STEP BY STEP the carrier begins to take shape.



laptop Gets Ready for Her Launching

capabilities—and size—of today's modern naval aircraft.

For example, when Eugene Ely took off from an 83-foot wooden platform built over the cruiser *Birmingham's* ram bow on 14 Nov 1910, he flew a four-cylinder Curtiss biplane; and when LCDR V. C. Griffin, usn, made the first U. S. carrier free-deck takeoff in 1922, he flew a 3000-pound VE-7-SF. Today's AJ-1 *Savage*, largest plane to operate from a carrier, weighs some 51,000 pounds and is both jet- and propelled. *Forrestal* will be able to handle planes weighing up to approximately 70,000 pounds.

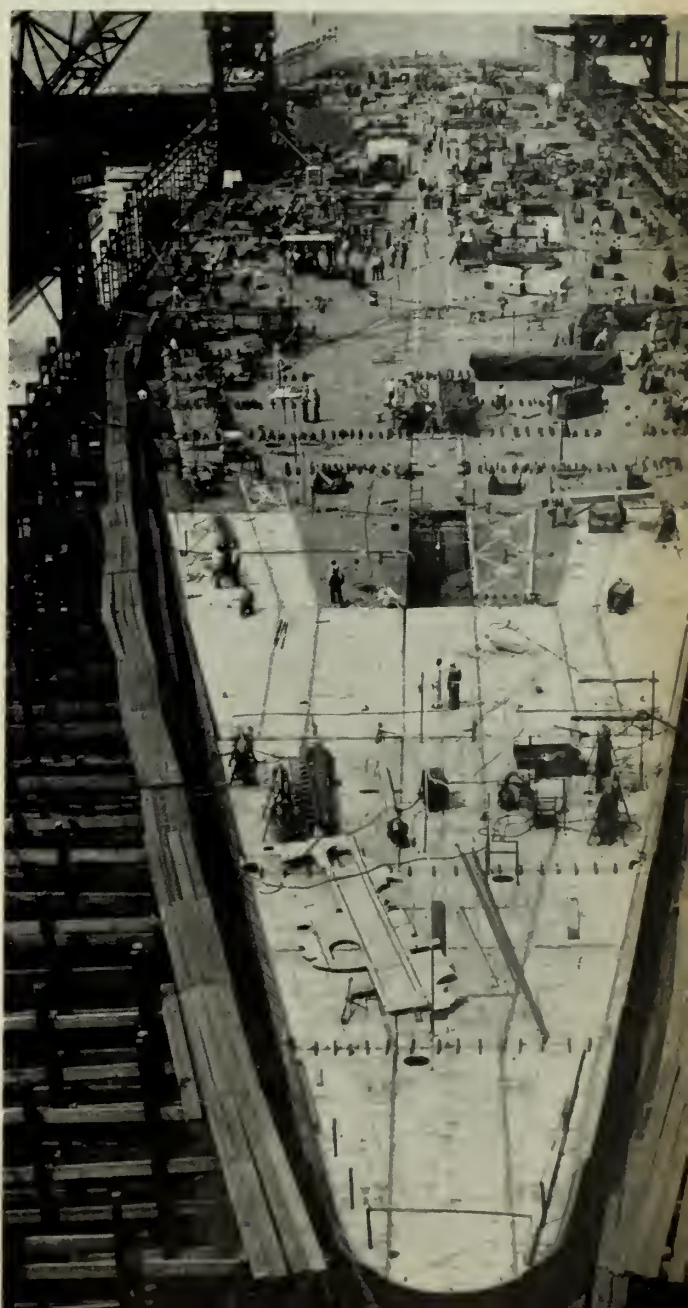
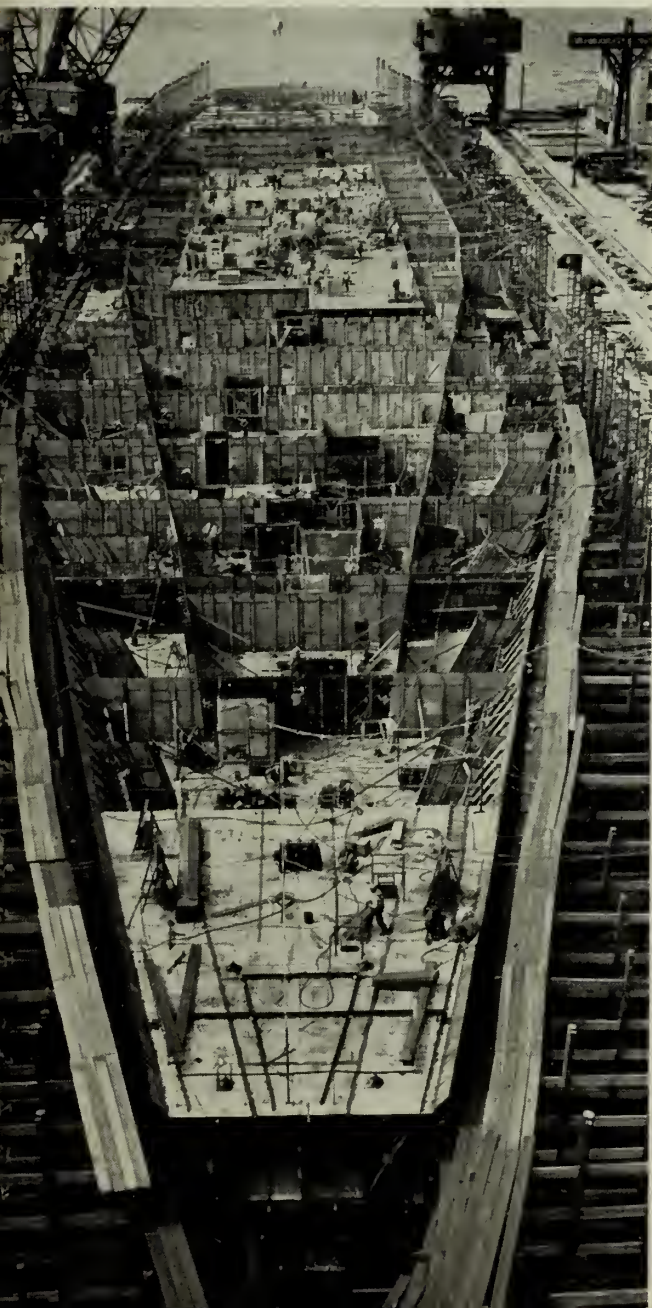
Bigger weapons and bigger planes to carry them have brought about more changes than merely enlarging flight decks, changing takeoff and landing arrangements and the like. More aviation ordnance

space is needed. Electronics equipment requires additional shipboard servicing space. High fuel consumption of jet engines requires greater aircraft fuel storage capacity. These and other factors have led to the increase in size of our attack aircraft carriers.

Here are a few facts and figures to point up the capabilities of the new carrier:

- *Forrestal* will displace some 60,000 tons. She stretches 1039 feet from bow to stern, seven feet shorter than the Chrysler Bldg in New York City.
- Her anchor chain, believed to be the heaviest ever forged, has links weighing 360 pounds each. Four 500-ton locomotives could be slung from the chain.
- The air-conditioning plant of the new carrier could service two buildings the size of the Empire

DURING first stages, details slowed progress. Below: Bulkheads being installed. Right: Hangar deck nears completion.



State Building. The total cooling capacity of the plant is equal to the melting of 2,100,000 pounds of ice in a 24-hour period.

To make launching twice as fast as was previously possible, *Forrestal* will have four instead of the usual two catapults. Four elevators for plane handling will be available instead of the three as on the *Midway* and *Essex* class carriers.

Three starboard elevators and one port elevator are used. Thus more elevators are available for bringing up spare aircraft from the hangar and for storing other aircraft below. Elimination of the centerline elevator increases amount of space in hangar deck.

The canted flight deck, which enables fast planes to land at an angle across the deck instead of straight ahead, is scheduled for all *Forrestal* class vessels.

There are numerous advantages to the canted deck type of carrier. Perhaps the most important advantage

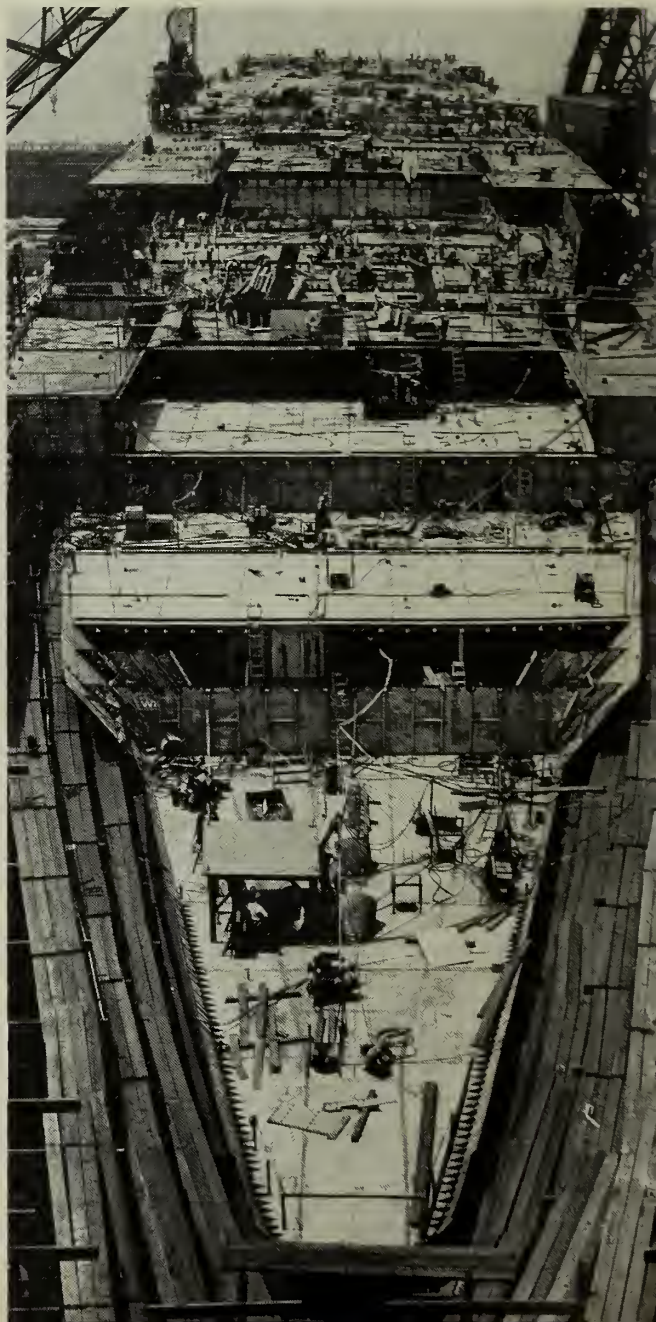
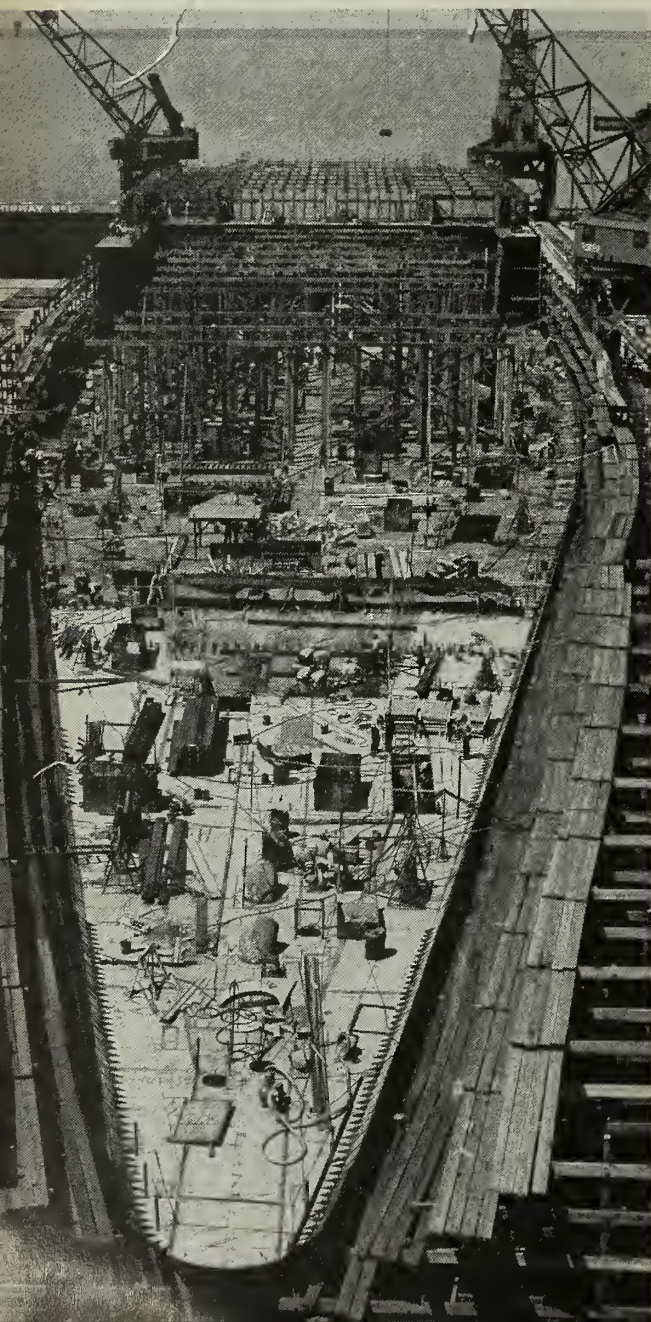
is that launching (by catapult) and landing aircraft can be carried on simultaneously. The net effect of reducing the time required for a carrier to launch and recover aircraft increases its over-all operating efficiency.

Carrier pilots are also aided by canted decks. The costly hazard of a crash into gassed and armed planes is removed. Canted deck carriers will need no barriers.

These canted decks have presented problems to Navy engineers, however. Certain dock cranes, which run along tracks parallel to the docks, are unserviceable because of the overhang of canted deck vessels. Tracks are now being relocated at certain naval shipyards to overcome this obstacle.

At one time, it was planned to make the entire island structure of *Forrestal* retractable to below flight deck level. This would, of course, have provided for unobstructed takeoffs and landings of large wingspan

PROGRESS SPEEDS UP. Flight deck supporting structure is being installed. *Right:* Flight deck nears completion.



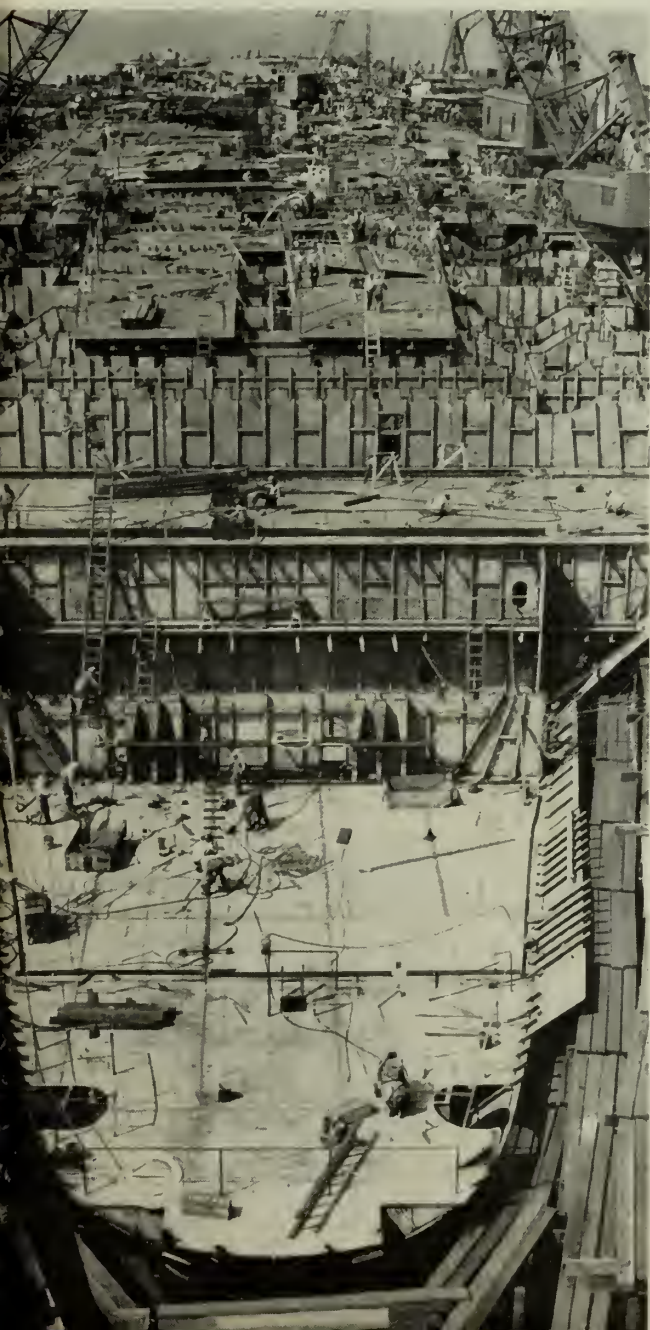
aircraft. Use of the canted deck has made the elevator-type island unnecessary, however, and installation of the fixed island structure will greatly improve and simplify electronics and communications installations.

The steam-operated catapults, nicknamed "steam slingshots," are considered more powerful—and safer—than the hydraulic catapults.

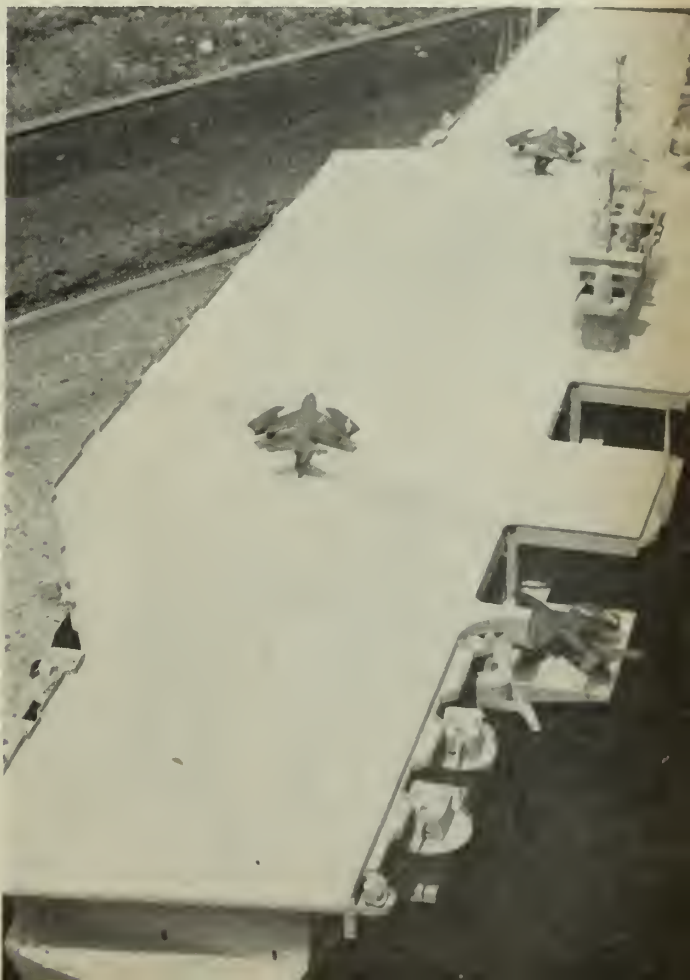
The arrangement of steam catapults and elevators for *Forrestal* class vessels has also been redesigned, providing for better servicing of planes on the flight deck and hangar spaces.

Two other carriers of the *Forrestal* class are now under construction and the keel of the fourth will soon be laid. The second one, *uss Saratoga* (CVA 60) is expected to be launched at the New York Naval Shipyard in Brooklyn in the spring. The third, *uss Ranger* (CVA 61) is now under construction at Newport News, Va., where *Forrestal* is being built.

FLIGHT deck and overhang were begun last August.



LAST STAGES of CVA's flight deck construction is shown here well under way. Below: Scale model guides the progress of the ship builders at Newport News, Va.





IN THE PAST MONTHS the U. S. Navy has been playing a vital part in what has been described as "history's greatest mass civilian evacuation," transporting thousands of Vietnamese refugees from Haiphong to Saigon, Indo China.

When the cease-fire agreement was drawn up, the French and Indo-Chinese governments were given 300 days to evacuate all people who wanted to leave Communist-dominated northern Indochina. They in turn appealed to the U. S. for aid. It was fast forthcoming in the shape of more than 40 amphibious vessels of the Pacific Fleet.

These ships, under the command of Rear Admiral Lorenzo S. Sabin, USN, Commander Amphibious Forces, Western Pacific, soon began shuttling back and forth between Haiphong and Saigon, loaded to the gunwales with Vietnamese men, women and children.

Transports, landing craft and cargo ships took on a new role, their decks loaded with as many as 2000 refugees. Makeshift tents were set up on open decks.

Every available space was utilized as the refugees spread their small mats for sleeping. During the day

they rolled up their mats and used the same area for living space.

Areas aboard the ships were roped off for recreation purposes with the Navymen doing all in their power to help the Vietnamese. It is a big news story that has reached the headlines of nearly every newspaper in the country. But behind the headlines are thousands of little stories, stories of Navymen and the deeds they have performed during the 800-mile voyage.

Looking at a few of these items you can get the human interest side of the huge and important job that Navymen have been doing. The stories that follow are representative, although they by no means cover all the personnel, ships or events involved in the evacuation.

★ ★ ★

First ship to leave Haiphong with a load of evacuees was *uss*

Navy Played Vital Role In Evacuation of Vietnamese Refugees to Free Indo China

Menard (APA 201). She served as a "guinea pig" during that first trip,

relaying the problems and difficulties she met to the flagship *uss Estes* (AGC 12). Instructions were passed on to the many ships that were to follow so they could avoid the same problems.

With 1802 refugees on board, the crew of *Menard* ran into a knotty problem as soon as she put to sea.

The refugees weren't happy with the food situation. Their main diet is rice, but (and you won't believe this) they didn't like the way Navy cooks dished it up, nor did they show any preference for Navy food.

A Redemptorist priest came forward to help solve the problem. Serving as a translator he rounded up five of the passengers to serve as cooks for the remainder of the trip. Daily they cooked up huge batches of rice, and according to a dispatch from the ship, the passengers showed more pep and vitality within two hours of the first meal prepared by their own cooks.

Messing an extra 1802 people presented a big problem in itself, until a set schedule was established. The refugees were divided into groups of approximately 500 and given certain times to appear at the mess hall for their food.

From 0700 until 1700 there was always one group or another in line waiting for the rice.

Since they had come aboard with the minimum of baggage, the Navy supplied chopsticks in a special gift package which also included candy, soap, and a note which read, "From the officers and men of the U. S. Navy with best wishes for good luck."

★ ★ ★

A special mercy mission was made in conjunction with the evacuation by *uss Haven* (AH 12). Her trip was a little longer than that made by the rest of the ships.

Haven docked in Saigon and picked up 725 sick and wounded French prisoners-of-war released by the Communists and took them to Marseilles, France, a cruise of many thousands of miles.

Most of the personnel were wounded French troops, injured either during the fighting or while interned in a POW camp.

★ ★ ★

To the men on board *uss LST* 882 a handshake now means more than it ever did before, thanks to a four-year-old boy, a Vietnamese refugee.

The boy, Ta-Huu-Hein, wearing khaki shorts and no shirt, boarded the ship at Haiphong along with his soldier-father, his mother and other members of the family, for the passage.

To the small lad a handshake was something strictly American and something of extreme importance. In a matter of hours there was hardly a man in the ship who hadn't shaken the youngster's hand.

The only time there was any doubt in the boy's mind was on his second day aboard when Albert

Labiberte, BM2, USN, who was serving as an interpreter, noticed a small infection on his arm.

Labiberte took Hein to sickbay where a corpsman looked at the arm and decided to give the boy a shot of penicillin to clear out the infection.

There aren't many four-year-olds who don't whimper a little when the needle touches and Ta-Huu-Hein wasn't any different. When it was over he gave the corpsman a "dirty look," hesitated a moment and then put out his hand. A gentleman to the end.

★ ★ ★

Service Squadron Three, under the command of Rear Admiral Roy A. Gano, USN, believes in advertising its services.

Temporarily located in Tourane Bay, Indochina, about midway between Haiphong and Saigon, Service Squadron Three sent out the following dispatch to all ships taking part in the evacuation, "Gano's garage, general store, gas station now going. Your patronage solicited. Movies and mail on demand."

All of the advertised wares are available for the ships, plus supplies and necessities for the thousands of refugees being moved. In this regard it is estimated that the following amounts of goods are being used each month by the passengers: 21,000 rice mats for sleeping; 11,400 chopsticks; 500,000 pounds of rice; 17,000 buckets and untold paper plates, cups and other incidentals.

Each day approximately one half-ton of mail is flown into Tourane and distributed to the ships pausing on their journey either to or from Saigon.

All in all, "Gano's garage" is a



SAILOR shows Vietnamese children how to wear Navy life jackets. Below: *USS Mountrail* (APA 213) unloads.



REFUGEES receive food aboard *USS Bayfield*. Right: Corpsman holds Vietnamese baby he helped bring into the world.





FRENCH landing craft comes alongside Navy attack transport, *Algol* (AKA 54) in Northern Indo China waters to transfer anti-Communist refugees.

welcome sight for the officers and men of the ships taking part in the sea-going evacuation.

★ ★ ★

The first three shuttle voyages made by *uss Telfair* (APA 210) will live long in the memory of Paul D. Denoncourt, HM2, USN. During those three trips he helped deliver four babies and even had one of the babies named after him.

Denoncourt was the only corpsman available each time the stork caught up with *Telfair* and the Vietnamese midwife who accompanied the refugees asked for his assistance. All births were normal, two boys and two girls, weighing from four to six pounds each.

Denoncourt's crowning moment came when he was informed that

one of the boys had been named after him. He was a bit puzzled when he saw it in writing as the name came out "Nguyen Van Bon." However a translator quickly explained that "Bon" is Vietnamese name for "Paul" and everything was all right.

★ ★ ★

Another Navy hospital corpsman's quick thinking helped save a little Vietnamese girl's life aboard *uss Bayfield* (APA 33) while the ship was underway to Saigon.

John A. Osborn, HM3, USN, was on duty in sick bay one morning when a frantic woman rushed in with her two-month-old child in her arms. The baby had been stricken with acute bronchial pneumonia and had stopped breathing.

Osborn was all alone in the sick bay. Seeing that the baby had turned blue he knew that he had not a moment to lose. He quickly grabbed a nearby cardboard box, emptied the contents and set it upside down on a table.

In a matter of seconds he had converted the box into a make-shift oxygen tank by taping cellophane over the top and punching a small hole in the end.

When this was done he placed the baby in the jury-rig oxygen tent and turned on the oxygen. Soon the child began to breathe and its color became natural again.

When the doctor arrived on the scene an oxygen mask replaced the special "Osborn tank." "The baby would have died within minutes if it had not been for Osborn's oxygen tent," the doctor said later.

Osborn didn't leave it at that however. He, a Vietnamese midwife and a male nurse stood by the child and oxygen mask throughout the night to insure that nothing happened. At last report, the child was well on the road to recovery.

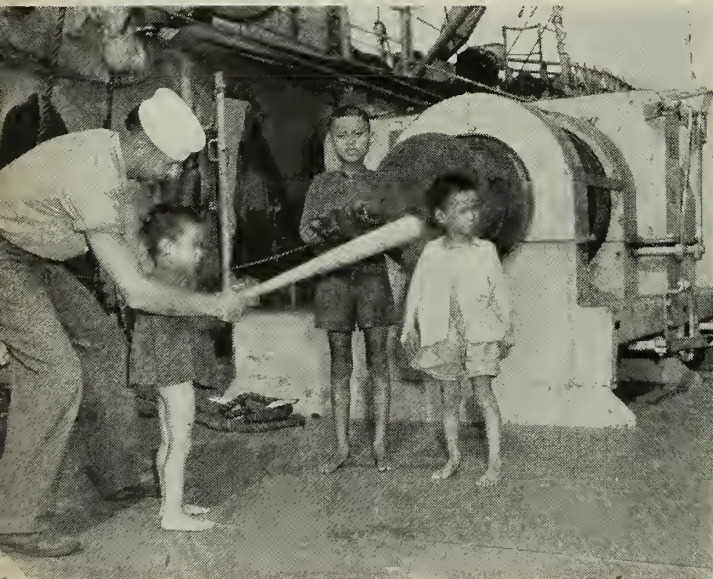
★ ★ ★

The Vietnamese seem to like contests as much as Americans. One ship, *Bayfield*, held a "beard contest" while another, *uss Magoffin* (APA 199), held a beauty contest.

The title of "Miss Passage to Freedom" was bestowed on a young Vietnamese after the field had been narrowed down to three girls, aged 16, 17 and 18.

Judges for the contest were the

VIETNAMESE children take a swing at baseball. Right: An American sailor helps a native girl with her heavy load.





Trip to the Dentist

WHAT'S TO BE DONE when you're way out at sea on a smaller Navy vessel and your teeth start giving you trouble? The answer's simple: contact a larger ship in the area—one with a complete, modern dental lab—hop a "highline express" and in a matter of minutes that troublesome tooth will be taken care of.

Seaman Seymour J. Cassel, usn, serving in *uss Larson* (DDR 830), had a tooth problem which was solved in this manner. While in Barcelona, Spain, impressions for a denture for him had been taken on board *uss Coral Sea* (CVA 43). A short time later the two vessels met at sea and Cassel took a ride on "Traek 43," got his partial denture and was whisked back to *Larson* in about 15 minutes' time.

Upper left: Singled out by arrow is 'man with a toothache' aboard *uss Larson*. *Upper right:* Cassel rides highline from *Larson* to *Coral Sea*. *Right center:* Welcome aboard! Cassel smiles, relieved that first lap is over. *Lower* CDR Burnett, dental officer, works on teeth. *Lower left:* One ordeal over, Cassel prepares for ride back to *Larson*.



Brief news items about other branches of the armed services

★ ★ ★

NEWEST ADDITION TO the U. S. Army's artillery, the M-44 — a 155mm self-propelled howitzer, is the biggest and heaviest member of the light tank family.

Designed primarily as an artillery support weapon, the M-44 can be used for devastating point-blank firing in support of advancing ground troops. It is highly mobile and can be put into action with greater speed than any other medium field artillery piece now in use (either self-propelled or towed). In addition, it is one of the most rapid-firing 155mm howitzers ever developed.

The gun mount of the M-44 is equipped with a new design hydraulic recoil system which reduces the recoil by two-thirds. What's more, the new mechanism has increased the working space in the crew compartment and permits a greater elevating and traversing range than previously possible on a self-propelled howitzer of its size.

The combat loaded weight of the M-44 is 62,000 lbs. However, it has more than 14,000 individual parts varying in weight from a one-ounce screw to a five-ton hull and by removing certain portions its weight can be reduced to permit air transportation.

The major components of the vehicle—the engine, transmission, auxiliary generator, suspension, air cleaners, muffler and tracks are standard items and are interchangeable with those used on other Army ordinance vehicles. This feature greatly reduces the number of spare parts the Army must stock and is a part of the Army's program of standardization.

Manned by a crew of five—the chief of the section,



THE ARMY'S 155 MM TANK is the largest of the light tank family, capable of traversing almost any type terrain.

driver, gunner and two loaders—the M-44 has a maximum speed of 35 miles an hour. It can ascend a 60 per cent maximum grade, cross a 72-inch trench and ford 42 inches of water.

★ ★ ★

A PARACHUTE DEVELOPMENT test group at Edwards AFB, Calif., has demonstrated a 130-foot whirl tower for testing parachute systems at speeds of approximately 300 miles per hour.

The tower, powered by a 200-horsepower electric motor, was developed for detailed study of parachute aerodynamic characteristics and deployment procedures.

Parachutes can be tested on the tower under closely controlled conditions. The main applications of the tower are the testing of man-carrying parachutes, light cargo chutes and basic parachute research.

The structure has a 56-foot boom connected to the top of a vertical shaft. A streamlined gondola is attached to the boom with a 114-foot steel cable. Parachute systems which are being tested are released from the gondola when the desired speed is reached.

The limited area covered by the tower as compared to that of a drop from an aircraft enables extremely precise instrumentation and photographic coverage. Demonstrations were by the USAF 6511th Parachute Development Test Group.

★ ★ ★

THE ICEMAN COMETH might be the motto for a group of scientists and technical specialists working on a project for the Army. Their job is bringing back specimens of Arctic snow, ice and soil for study.

From the Arctic to Wilmette, Ill., where their laboratory is located, the cool souvenirs of the Far North are carefully babied at temperatures ranging far below comfortable, then installed in special refrigerated rooms where the snow and ice specimens can be studied under simulated arctic conditions.

Purpose of these studies is to find out enough about the ice, snow and "permafrost" so that improvements in living conditions, construction, transportation and other military operations in such places as Alaska and Greenland can be made.



HAZARDOUS TASK—Coast Guardsmen, using axe and hose, clear ice from buoy to keep marker from capsizing.

A DOWNWARD EJECTION seat for use on high-speed bombers has been successfully tested by the Air Force.

All previous ejection escape systems have exploded the seat and pilot upward, but the Air Force found that on certain current and proposed aircraft this method was not feasible because of construction features. As a result, the downward method was devised and will be used in certain crew positions on the B-47, B-52 and several other advanced-design aircraft.

The new method of emergency escape from high-speed aircraft utilizes an ejection seat which is exploded downward and out of the aircraft. The seat is mounted on rails and is driven downward by the explosion of a powder cartridge. The system is fully automatic. After the jumper pulls a ring to fire the seat out of the aircraft, he is released from the seat and his parachute opened by special explosive and timing devices.

In the testing four volunteers were catapulted downward through a hatch in the bottom of a B-47 at speeds of more than 500 miles per hour and parachuted safely into the gulf of Mexico. The four jumpers completed seven ejections without the slightest hitch.

★ ★ ★

A CAMERA WITH A 30-MILE RANGE has been revealed by the Army. Nicknamed the "Peeping Tom," the camera is equipped with a 100-inch infrared telephoto lens and can take pictures of objects through atmospheric haze, airborne soot, smoke and other light-diffusing particles.

The camera, the Army says, will be most advantageous at times when the skies get too hot for spotter and photographic airplanes. It can be used to spot enemy positions, supply points, artillery and units of enemy motor transports on the move.

In a recent test, "Peeping Tom" was placed on the bluffs at Atlantic Highlands in New Jersey. It was focused on New York City, 26 miles away and the resulting 5 x 7 negative gave a sharp detail of Sandy Hook, of Coney Island, of Wall Street's towers and of mid-Manhattan buildings.

In another recent test, the camera was placed on



ONE-EYED GIANT—The Army's long-range 100-inch camera has photographed objects as far as 30 miles away.



DOWNWARD EJECTION device is used by the Air Force to enable crew members to escape from B-47 jet bomber.

Maryland's Sugar Loaf Mountain, about 20 miles from Washington, D. C. Although there was much atmospheric haze and smoke, the negative showed clear images of famous landmarks in the nation's capitol, such as the Capitol dome and the Washington Monument.

"Peeping Tom" cannot be focused sharply on anything closer than 500 feet. At that distance, the lens of the camera covers a field 105-feet wide. Focused at eleven and a half miles, the field of view is about 3500 feet wide.

The Army's super-camera has an F12.5 lens and a focal length of 100-inches. It uses a telescopic range finder mounted beside the lens. The front eye of the lens is nine-and-one-half inches in diameter.

In focusing the camera, the lens remains stationary while the film holder, or back portion of the camera, is moved in or out to bring the desired image into proper position.

★ ★ ★

JET PROPELLED tanker aircraft are being purchased by the Air Force to operate with jet bombers on long missions.

The tanker aircraft will be an advanced version of the "707" jet transport which is currently undergoing flight tests, but it will have a considerably greater refueling capacity than the "707."

Aerial refueling of jet bombers with compatible jet tanker aircraft will vastly increase the range, flexibility and capability of the Air Force's bomber force.

In addition to buying a limited number of the new jet tankers, the Air Force will continue a jet tanker design competition among major aircraft manufacturers, the results of which will be used in connection with determination of total tanker requirements.

LETTERS TO THE EDITOR

Selected for AT, AQ or GF Training

SIR: A number of men here have some questions about the program outlined in BuPers Inst. 1440.13, allowing certain aviation rates to change to AT, AQ and GF ratings.

If we apply and are not chosen will we be notified and if we are chosen how long may we expect to wait before being ordered to school?

We would also like to know what happens if we complete our twelfth year of service while on the waiting list for school. The instruction states that to be eligible you must not have more than twelve years service.

Finally, will it be necessary to submit a change of address if we are transferred while awaiting orders to school?—W. C. B., AO1, usn.

• You will be notified if you are selected for enrollment, placed on the waiting list, or not selected for schooling.

It is impossible, of course, to say just exactly how long you will have to wait if you are chosen for schooling. However, quotas are assigned to classes approximately six months in advance of convening dates, and classes are now filled through April 1955.

If you have not been notified of selection for schooling, completion of 12 years' service while awaiting orders to school will have no effect. However, you must keep the Bureau informed of your current address.—Ed.

Transfer to AT, AQ and GF Rates

SIR: I find your article "Change in Rating" in the July 1954 ALL HANDS (p. 6) somewhat confusing in view of the recent AT advancement picture.

Just what is the Navy's need for more Aviation Electronics Technicians in Pay Grade E-5 and above when advancements are limited in the rating already — because of budgetary limitations. For example, over a hundred men passed the last exam for ATC, but only 11 were rated.

Under the program set forth in BuPers Inst. 1440.13 and your article, AD1s and AM1s who haven't been able to advance in their own ratings would transfer to the AT rating after attending school. Then they would compete against men already in the AT rating—men who have passed ATC exams and were not rated due to budgetary considerations.

Also, I wonder why AT1s are not allowed to transfer to the new electronic AQ and GF ratings, thereby

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, 25, D. C.

giving them more chance for advancement than they have in their own overcrowded rate.

I have been teaching aviation fire control equipment in a Naval Mobile Ordnance Trainer for almost a year and I passed the ATC examination this year. According to present Navy policy, however, I can't change my rating, but will have to compete with more and more men for the few existing ATC billets.—W. L. E., AT1, usn.

• It is expected that requirements for personnel in the AT, AQ and GF ratings will increase over the next few years. The program outlined in BuPers Inst. 1440.13 is a long-range plan designed to train Group IX career men for con-

version to AT, AQ and GF to meet these future expanding requirements. The first graduates of this program will enter their new duties in July 1955.

Most of the personnel of Group IX ratings now in the Aviation Guided Missile and Aviation Fire Control programs who are performing duties comparable to the duties of the AQ and GF ratings are ATs with Special NJCs. Commanding officers may change such men's ratings to AQ or GF if they are fully qualified. The programs set forth in the instruction will also help to replace these "lost" ATs.

ATs were excluded from entrance to this conversion training program as they already possess many of the same technical qualifications of the AQ and GF ratings. If you desire to enter the Guided Missile or Aviation fire control field you may do so by entering the appropriate Class "C" schools.—Ed.

Guided Missile Training

SIR: Would you please tell me what procedure I must go through to apply for guided missile training?

At present I am in the Reserve on two years' active duty, but I would be willing to extend my enlistment to the amount of time needed for training in one of the missilemen ratings.—C. W. A., DM1, usnr.

• Your chances of getting into any missile training program are practically nil, since such training is currently restricted to men having electronic, ordnance or propulsion backgrounds, plus certain selected SAs and SNs who are being given Class "A" training. In addition, normal future personnel requirements for the missile ratings are expected to be met by graduates of the appropriate service schools.—Ed.

Social Security and Retired Pay

SIR: I am a Naval Reservist who paid into Social Security before and after active wartime duty performed during the period 16 Sep 1940 and 30 Jun 1955. According to your article on the Survivor's Annuity Plan in the August 1954 ALL HANDS, Social Security benefits based upon gratuitous credits granted during military service cannot be claimed if military retirement pay is based in whole or in part on any portion of period of service between 16 Sep 1940 and 30 Jun 1955.

My question is this: Is a Reservist, who paid into Social Security before and after the above dates, eligible to



PRESENT COLORS—Naval Reservists stand personnel inspection at NARTU, Norfolk, Va., during annual review.

receive both Social Security and retirement pay if he completes 20 years of satisfactory Federal service and reaches retirement and Social Security age?—M. J. W. R., LCDR, CEC, USNR.

• *Yes. Reserve personnel who retire under the provisions of Public Law 810, after completion of 20 years' satisfactory Federal service and upon reaching the age of 60, are also permitted by law to claim Social Security credits for any period of active military service during the period September 1940 to date. This is the ONLY type of military retirement other than certain forms of physical retirement which permits an individual to claim both Social Security and military retirement credit for the same period of service.—ED.*

Computing Pay for 'Longevity'

SIR: I contend that a man that goes out of the Navy, say, for a period of 40 days, then reenlists, is entitled to longevity pay for his previous service and also to longevity pay for service during his current enlistment, the determining date being the date he reenlisted. In other words, he is not entitled to longevity pay for the 40 days he was a civilian. Am I correct?—W. A. L., YNC, USN.

• *You're right, chief. There are no provisions of law which authorize the inclusion of any period of time between date of discharge and date of reenlistment in the computation of active Federal service for longevity (periodic pay increases). As you know, you can't draw one cent from Uncle Sam without some written authority.—ED.*

Age Limit for WO Appointment

SIR: I understand that BuPers recently issued a letter stating that the age limit for appointment to warrant officer has been raised from 35 to 40 for all CPOs and first class POs who entered the Navy prior to 1 July 1945.

Is this correct? If so, would it be possible to find out where I stand on the eligibility list from which appointments are made?

I have been recommended for appointment to WO a number of times via the PO evaluation sheet. I am a high school graduate and have also completed the USAFI College Level tests and the 2CX tests. I have had 14 years' continuous service, with date of appointment to CPO as of 1 Oct 1945.

Does the selection board consider personnel whose recommendations have been on file for some time, or are the recommendations thrown out after a certain number of times of non-decision?—G. E. W., GMC, USN.

• *The age has been raised from 35 to 40 for all POs and CPOs who entered the Navy prior to 30 Sep 1945, not 1 Jul 1945 as you stated. Your*



LIT UP LIKE A CHRISTMAS TREE—USS Valcour (AVP 55) 'posed' for camera earlier this year while serving as flagship for COMIDEASTFOR in Persian Gulf.

name could not be on the eligibility list inasmuch as a selection board has not convened since the age limit was raised.

All POs and CPOs are considered by the WO selection boards regardless

of the number of times previously considered, as long as the individual meets the general eligibility requirements and has been recommended for appointment on the reverse side of his Petty Officer Evaluation Sheet.

For your information, present intentions are to convene a selection board in the near future. All POs and CPOs in the Regular Navy and Naval Reserve who have six years' service and have not reached their 40th birthday (if enlisted prior to 30 Sep 1945) or their 35th birthday (if enlisted subsequent to that date), will be considered. Personnel selected will be placed on an eligibility list from which appointments will be made as vacancies occur.—ED.

We're Behind You—1000 Per Cent

SIR: Your "Letters to the Editor" section has always been of the greatest interest to me, as I imagine it has for many other yeomen.

I notice there are many questions asked of general interest to all naval personnel, but I can't help wondering if, perhaps, the Navy has recalled BuPers Manual, Navy Regs, Uniform Regs and other publications in which answers to the greater part of the questions may be found. It surprised me to see so many yeomen ask questions that, with only a few minutes research, could be answered by themselves if they were qualified.

Such an attitude would certainly encourage proficiency in rate. I would suggest that all hands investigate local sources of information before taking pen in hand to request information that may easily be found in one of the many manuals published for this purpose. C. L. C., YN1, USN.

• *That harassed and overworked portion of ALL HAND's staff concerned with answering letters to the Editor heartily endorses your viewpoint. No question about it—there's little justification for many of the questions submitted, especially by yeomen and personnel men. Come to think, we should be asking them the questions!—ED.*

Seabee Utility Clothing

SIR: What is the proper color belt to be worn with the Navy green working uniform? I am referring to the type of greens worn by the Seabees, not the aviation type greens. This uniform is not mentioned in Uniform Regulations, nor in the Landing Party Manual.—M. H. D., BU1, USN.

• *The olive drab utility clothing you refer to is "special clothing" rather than "uniform clothing" and therefore its manner of wear is not prescribed in "U.S. Navy Uniform Regulations."*

Construction Battalion special clothing is issued based on allowance established by the Chief of Naval Operations and promulgated in BuSandA Manual 42613A.

Belts are not included in this allowance. However, the black web belt you own as part of your minimum outfit would be suitable for wear with utility clothing, at the discretion of your SeaBee commanding officer or other competent authority.



GOOD CONDUCT medals were presented 17 crewmen of USS Cobbler (SS 344), of Submarine Squadron Six.

Uniforms and Civilian Clothes

SIR: We were discussing uniform regulations recently and a question arose which we couldn't agree on. Here it is: Are cotton khaki CPO and officers' working uniforms, worn without insignia, hat, or tie, considered to be

civilian clothing?—W. A., Jr., GMC, USN.

• *The khaki cotton CPO and officers' working uniform, without insignia, hat or tie, would not be considered as "distinctive" pieces of uniform clothing within the meaning of the Pro-*

tection of the Uniform Act (Article 1821, "Uniform Regs"). Neither would it normally be considered appropriate for naval personnel to wear such as civilian clothing.

According to Article 0136 of "Uniform Regs," when you wear civilian clothes, you should be sure that your dress and personal appearance are proper for the occasion and don't bring discredit upon the naval service.

That is, it is not permitted to wear as civilian clothing, anything that would definitely be a distinctive part of your uniform: clothing—such as a dress blue jumper or white hat, or insignia—such as your coat buttons, hat device or rating badge.

Anything that would point you out as a Navyman can't be worn as civilian clothes.—Ed.

Who Rates Sea Pay?

SIR: What are the conditions that determine whether a Navyman is entitled to sea duty pay or not? Why is it that a hospital corpsman's time spent with the Fleet Marine Force is counted as sea duty but he receives no sea pay?—S. G. F., HN, USN.

• Under current regulations approved by SecNav, a service member is normally entitled to sea duty pay, on and after 1 Nov 1950 under the following conditions: (1) While permanently assigned to a vessel, other than a vessel restricted to service in the inland waters of the U.S. or a nonself-propelled vessel, pursuant to competent orders, including periods not in excess of 15 consecutive days each while on temporary additional duty ashore; (2) while permanently assigned to a ship-based aviation unit pursuant to orders issued by competent authority, including periods not in excess of 15 consecutive days each while on temporary duty ashore or while such unit is temporarily

Navyman Recall Old-Timer from USS Maryland

SIR: I might be able to assist RAL, BMC, who wrote in (ALL HANDS, April 1954, page 28) to ask about a seaman and the unusual uniform he wore while serving in USS Maryland back in the 30s.

The seaman-barber he refers to was on the USS Maryland as far back as the time President Hoover made his South American cruise in 1929, and had been granted special permission to wear the Stewards' Uniform.

The barber was not of the steward branch, but a seaman first as RAL states.—W. G. W., CHRELE, USN.

SIR: Concerning the letter about a Seaman 1/c on USS Maryland who was authorized to wear a Chief's type uniform, the story is indeed true. I was an ensign on the Maryland in 1936-38 and the man concerned (whose name was something like Fleagles) became well known to all newly commissioned officers reporting on board. Your theory that he probably was a steward is not correct. He was an authentic seaman with nearly 30 years' service, part of it in the Marines.

It was the practice to assign one of the newly assigned ensigns the task of getting Fleagles to take out a coxswain training course but no one ever succeeded.

He was the leading barber on Maryland for many years and the story behind his wearing this unique uni-

form, as I remember it, was that he had special dispensation from a former commanding officer of Maryland, later CinCUS, out of respect for his dignity and age, which must have been about 55 at the time.—A. R. F., CDR, USN.

SIR: I saw in the April issue a letter about a seaman on USS Maryland who was permitted to wear the CPO uniform with black buttons.

That is correct. The man was the officers' barber, Figel, a plank owner. He had joined Maryland on her commissioning and was retired, I believe, in 1938 for physical disability, never having been on any other ship. His rate was seaman, 1st class.

He and the turret captain of turret three, Douglas, were the only plank owners left at that time, as I remember, and there was a difference of opinion between them as to who was senior. Douglas maintained that he was on deck when Figel came aboard with his scabag on his shoulder.—J. C. M., CAPT, USN.

• *Thanks for the interesting sidelights on the "Old Navy." Roster of Maryland showed a John H. Figels on board. He was a seaman first class, in the Regular Navy. He had previously served in the Army, in the period of the Spanish American War, and with the Marines, during World War I. He transferred to the Fleet Reserve in 1938.—Ed.*

based ashore; (3) while a member who is based or stationed ashore is serving on a vessel pursuant to temporary duty or temporary additional duty orders issued by competent authority, but only when such duty on a vessel is eight days or more in duration in each case; (4) while on a vessel restricted to service in the inland waters of the U.S. or on a nonself-propelled vessel, but only on days when such vessel is actually operating outside inland waters for a period of eight days or more in each case; (5) while permanently assigned, pursuant to orders issued by competent authority, to a commissioned landing ship utility squadron (formerly landing craft tank squadron) or a commissioned motor torpedo boat squadron which is a tactical component of an operating fleet in an active status and subject to movement as an integral unit of such fleet.

That's the complete story on who rates "sea pay."

Although periods of duty performed by a member of the Navy with the

Relieving the Watch

SIR: The question of who is responsible for entries in the quartermaster's notebook during the changing of the watch has given rise to a lot of discussion among my shipmates.

It has always been my impression that if I am assigned the four-to-eight watch, then I am responsible for all entries made in the notebook during those hours, even if the oncoming watch relieves me at 0745.

It certainly would not look proper for the man with the eight-to-twelve to log on his watch something which occurred at 0750.

According to the *Bluejacket's Manual*, watches are relieved on the hour, but an oncoming watch reports from five to fifteen minutes early in order to become acquainted with any information needed to carry out the watch properly.

I realize that some ships and stations alter this procedure to meet different situations, and many times individual watches are relieved early, but I still maintain that the man who was originally assigned the watch is responsible for notebook entries made during his assigned watch.—A. E. K., QMC, USN.

• You are entirely correct, chief. The relieving quartermaster should come to the bridge 15 minutes before the end of the watch in order to be briefed by the off-going watch. However, the latter is responsible for entries in the quartermaster notebook until the time designated for the end of the watch.—Ed.

Fleet Marine Force are authorized to be counted as sea duty in determining eligibility for assignment to shore duty, such member is not entitled to sea duty pay during the performance of duty with the FMF unless the conditions outlined above are met.—Ed.

When Traveling in Your Own Plane—

SIR: Article C-5317(2) of BuPers Manual states that in the case of an enlisted man traveling by privately owned vehicle while carrying out permanent change-of-station orders and when such means are specifically authorized, computation for such travel shall be at the rate of 250 miles per day.

Now, if a man owns an airplane and desires to fly to his next duty station, how is his travel time computed, by 250 miles per day, or by the rate for commercial travel, train, etc.?—E. E. M., YN1, USN.

• While the original intent of "BuPers Manual" was that an enlisted man be provided ample travel time to travel by privately owned automobile on a permanent change-of-station, the authority in Article C-5317(2) is also applicable to other types of privately owned vehicles.

As a result, an enlisted man traveling in his own airplane may be allowed travel time computed at the rate of 250 miles per day, if the detaching commanding officer considers it desirable and includes in the permanent change-of-station orders authority to travel by privately owned vehicle.—Ed.

Firing Distance of WWI Battery

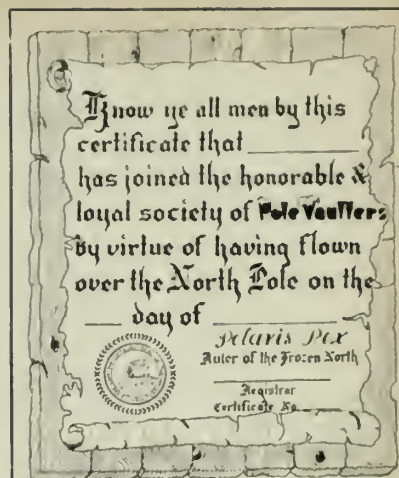
SIR: In the August 1954 issue of ALL HANDS, your book supplement had a statement in it that has me snowed. It read, "A shell from a World War I German battery some 75 miles away crashed through a roof and exploded, killing and injuring many."

I have never heard of any gun with a range like that and am wondering if the distance printed was an error. If not would you tell me where I can find some more information on that type gun?—A. H. E., AO2, USN.

• That was no error—75 miles was the correct distance. Reference to the particular gun, nicknamed "Big Bertha" can be found in a number of sources, including the one from which that particular Book Supplement was taken. You can also check "The Paris Gun", written by Lt. Col. Henry W. Miller, 1930.—Ed.

SKs at NROTC Units

SIR: Could you give me some information on duty at the 52 various NROTC units. I know that they have one storekeeper at each unit. Is he assigned as an instructor or does he serve in his rating? If he is assigned as an



'Pale Vaulters' Certificate

Pole Vaulters

SIR: Enclosed you will find the certificate made up for our eighteen-man crew of VW-2 that flew over the North Pole this year.

We used a design that was originated by the P2V ski-plane crews who made an earlier Pole vault. We took their design, added a few changes, and had the certificate photostated by the local printing office. The whole process was not too expensive and everyone was pleasantly surprised by the results.—M.L.D., LTJG, USN.

• Thanks for this variation of certificates earned by Narymen in the course of their regular duties. For samples of other certificates, all unofficial but part of naval customs and traditions, see ALL HANDS, p. 32, November 1952.—Ed.

instructor does he have to go to school before he is assigned to one of the units?

Also, do they have storekeepers assigned to the Supply Officer's school at the University of Georgia and if so, are they assigned as instructors or do they work in their rate?—J. W., SK1, USN.

• One SKC or SK1 is assigned to each NROTC Unit. They do not perform instructor duties, only those of their rating.

However, when an SK is ordered to a unit having Supply Corps courses they are then required to complete the Instructor School. There are 13 units in this category.

Yes, there are billets for SKs (pay grade E-4 and above) in the Supply Corps School, Athens, Ga. Duties in these SK billets are for duty in the rating. Personnel are assigned to these billets by the Commandant, Sixth Naval District, from personnel ordered to shore duty in accordance with BuPers Instruction 1306.20A.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Borie* (DD 704).—The sixth annual reunion will be held in Milwaukee, Wis., 5, 6, 7 Aug 1955. Information concerning reservations and program may be had by contacting John D. Strauss, 6035 N. 42nd St., Milwaukee, Wis.

• *uss Quincy* (CA 71).—Fourth annual reunion will be held August 1955, Hotel Governor Clinton, New York, N. Y. Contact Lloyd Paterson, 1247 91st St., Niagara Falls, N. Y., or Ed Moore, 173 Carlton Terrace, Teaneck, N. J.

• *uss PC 560*.—Former officers and crew members interested in a reunion contact H. R. Graveth, 421 North First St., East Grand Forks, Minn., or W. E. Granath, 6246 N. Western Ave., Chicago 45, Ill.

• *uss Mayrant* (DD 402).—Anyone who served on Mediterranean cruise is invited to contact J. Fahey, 55 King St., Worcester, Mass., to discuss possibilities of a reunion, with time and place to be decided.

• *uss Tutuila* (ARG 4).—It is proposed to have a reunion of the men who served on board this ship during World War II, with time and place to be designated by mutual consent. If interested, contact T. G. Connelly, 85 Sheldon St., E. Milton, Mass.

• *VPB 83* and *VB 107*.—Personnel of these squadrons interested in a reunion may write either Joshua Tobin, 540 Seventh Ave., Suite 1305-1310, New York 1, N. Y., or George H. Valentine, Jr., Bristol, Ill.

• *uss LST 736*.—It is proposed to have a reunion of the men who served on board this ship during World War II, with time and place to be designated by mutual consent. Tentative date has been set for January. Those interested contact Thomas Y. Gehr, 311 E. Seventh St., Michigan City, Ind.

should originate a request explaining the circumstances which prevented you from participating in the examinations when regularly scheduled.

When this request is received, and if approved, BuPers will advise the Naval Examining Center to provide the necessary examinations. You should consult your personnel officer for further details.—Ed.

Teaching Jobs at Naval Bases

SIR: I graduated from an accredited teacher's college in New York State before I entered the Navy. I am a Reservist serving on active duty and expect to be discharged sometime in March 1955.

I am interested in obtaining a teaching position in a school for children of naval personnel stationed outside the U.S. Can you tell me how to go about applying for such employment?—G. A. B., SN, USNR.

• A limited number of teachers are needed annually for Navy overseas dependents schools. For complete information about locations of schools, required qualifications for teachers, salaries and how to apply, write to: Chief of Naval Personnel (Pers C113), Department of the Navy, Washington 25, D. C.—Ed.

Travel for Navy Dependents

SIR: In the November 1954 issue of ALL HANDS, pg. 46, you imply that transportation is provided at Government expense for any Navyman's family upon permanent change of station. Isn't this limited to petty officers with a stated amount of service?—G. V. B., YNSN, USN.

• Right you are. We should have specified that such compensation was limited to PO3s with seven years' service, or to PO2s and above.—Ed.

Advancement Exams at Hospitals

SIR: I was recommended to take the exam for CS2 last July and my examination had been ordered. However, I became ill before the examination date and was transferred from overseas to a stateside hospital.

At this hospital, I was told it was too late to take the exam or to order an exam for me. Is there any instruction in effect which I could refer to in order to request a late exam?—D. H. N., CS3, USN.

• Hospitalized personnel who have

been recommended and nominated prior to hospitalization are eligible to participate in the examinations providing that in the opinion of the CO of the hospital such action will not be harmful to their health. This is in accordance with paragraph 3c (1) of enclosure (1) to BuPers Inst. 1418.7A.

Authority from BuPers to administer delayed exams may be requested by your command according to the provisions of NavPers 15828A (Revised 6-54). In your case, the commanding officer of the hospital where you are

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Temporary Officer Reverts

SIR: I have several questions concerning temporary officers who to their enlisted status and transfer to the Fleet Reserve.

Although I realize that answers to these questions could be found through research into various publications, limited sources of information on this subject have not been much help.

1. When a temporary officer reverts to CPO and transfers to the Fleet Reserve, is he entitled to privileges of the Commissioned Officers' Messes (Open)?

2. Is he entitled to transportation allowances to the place of his last assignment?

3. How is the retired pay computed for a CPO after he has been placed on the Retired List at the highest grade satisfactorily held?—H. A. L., LTJG, USN.

• A temporary officer who reverts to the permanent status of CPO is entitled to use Commissioned Officers' Messes (Open) under the following conditions, as set forth in Article 5 of the "Manual for Commissioned Officers' Messes Ashore, 1952" (NavPers 15847): "If the facilities of the Mess will permit, the commanding officer may authorize extension of privileges of the Open Mess (except package store) to Fleet Reserve personnel who have held temporary commissioned rank and who in due course will be placed on the retired list."

2. Upon your transfer to the Fleet Reserve and release from active duty you are authorized transportation for dependents to the place selected as your home under the provisions of Paragraph 1150-3, "Joint Travel Regulations." Also, shipment of household goods is authorized to the selected home. The term "home" means the place which a member, within time limitations, selects as his home for the purpose of receiving mileage or an allowance for transportation, as the case may be, for his travel.

3. The retired pay of a member transferred to the Fleet Reserve after 1 Oct 1949, and thereafter transferred from Fleet Reserve to the retired list, is computed under the same formula, and with the same service creditable for basic pay purposes at time of transfer as used in computing retainer pay, but based on the highest temporary rank satisfactorily held prior to 1 Jul 1946. Inactive service in the Fleet Reserve is not creditable in computing either retainer or retired pay.—ED.

Liberty at Week Ends

SIR: This is a request for clarification of the article in BuPers Manual which governs week-end liberty. My confusion arises from the fact that this article does not mention Saturday or Sunday.

Article C-6318 states in part that

ing hours on one day and the commencement of regular working hours or the time set for expiration of liberty on the next day, such periods may be further extended to the commencement of regular working hours or the expiration of liberty."

Now consider the usual ship. The crew is on three-section liberty. Saturday afternoon and all day Sunday are holiday routine. Rotation of sections is such that one section will have the duty on both Saturday and Sunday and one section "has a 72," or liberty on Friday, Saturday and Sunday.

If the commanding officer grants a man in the "72" section 48 hours' liberty commencing 0900 Friday (as authorized by the first sentence in Article C-6318) the "48" will expire at 0900 Sunday, that is, after the end of regular working hours Saturday but not before the "commencement of regular working hours or the time set for expiration of liberty on the next day." In other words, this case is not covered by the article.

Is this man required to report in to the ship at 0900 Sunday? May he immediately go ashore on his regular liberty? Or may he remain ashore from 0900 Friday until the normal expiration of liberty on Monday? Is Sunday considered to be a holiday within the meaning of this article?—J. F. S., LTJG, USN.

• First of all, it is assumed that a national holiday is not included in the following examples and that no specific working hours have been established for Sunday. Now—

(a) The commanding officer in a realistic manner should designate the

(b) If a member of the foregoing group is entitled also to Sunday liberty, such liberty may begin at the hour on Sunday designated by the commanding officer. However the member must have returned to his ship prior to departure on Sunday liberty.

(c) Continuous authorized absence from the ship from 0900 Friday until 0900 Monday must be charged as leave.

Sunday is not considered to be a national holiday within the intent of Article C-6318(1) "BuPers Manual."—ED.

'Draftsman 3 Training Course'

SIR: Can you tell me if there is a training course for draftsmen coming out in the near future?—J. A. E., AMAN, USN.

• The "Draftsman 3 Training Course" (NavPers 10471) is now at the printers and is expected to be completed between 30 Jan and 15 Feb 1955.—ED.

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

uss *Hornet* (CVA 12).—The 1953-54 cruise book is expected to be published in December. Anyone desiring to subscribe for a copy may do so by writing to the Business Manager, Cruise Book, uss *Hornet* (CVA 12), c/o FPO, San Francisco, Calif., and enclosing a money order for \$4.00.























































MARINES

ARMY

AIR FORCE

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UNITED STATES ARMED FORCES

COMMISSIONED											
	0-1	0-2	0-3	0-4	0-5	0-6	0-7	0-8			
<p>NAVY</p> <p>CHIEF WARRANT OFFICER W-4</p>	<p>GOLD</p>   <p>ENSIGN</p>	<p>SILVER</p>   <p>LIEUTENANT JUNIOR GRADE</p>	  <p>LIEUTENANT</p>	<p>GOLD</p>   <p>LIEUTENANT COMMANDER</p>	<p>SILVER</p>   <p>COMMANDER</p>	  <p>CAPTAIN</p>	  <p>COMMODORE</p>	  <p>REAR ADMIRAL</p>	  <p>VICE ADMIRAL</p>	  <p>ADMIRAL</p>	  <p>FLEET ADMIRAL</p>
<p>ARMY</p> <p>CHIEF WARRANT OFFICER W-4</p>	<p>GOLD</p>  <p>SECOND LIEUTENANT</p>	<p>SILVER</p>  <p>FIRST LIEUTENANT</p>	 <p>CAPTAIN</p>	<p>GOLD</p>  <p>MAJOR</p>	<p>SILVER</p>  <p>LIEUTENANT COLONEL</p>	 <p>COLONEL</p>	 <p>BRIGADIER GENERAL</p>	 <p>MAJOR GENERAL</p>	 <p>LIEUTENANT GENERAL</p>	 <p>GENERAL</p>	
<p>NAVY</p> <p>CHIEF WARRANT OFFICER W-4</p>	<p>GOLD</p>  <p>SECOND LIEUTENANT</p>	<p>SILVER</p>  <p>FIRST LIEUTENANT</p>	 <p>CAPTAIN</p>	<p>GOLD</p>  <p>MAJOR</p>	<p>SILVER</p>  <p>LIEUTENANT COLONEL</p>	 <p>COLONEL</p>	 <p>BRIGADIER GENERAL</p>	 <p>MAJOR GENERAL</p>	 <p>LIEUTENANT GENERAL</p>	 <p>GENERAL</p>	 <p>GENERAL OF THE ARMY</p>
<p>NAVY</p> <p>CHIEF WARRANT OFFICER W-4</p>	<p>GOLD</p>  <p>SECOND LIEUTENANT</p>	<p>SILVER</p>  <p>FIRST LIEUTENANT</p>	 <p>CAPTAIN</p>	<p>GOLD</p>  <p>MAJOR</p>	<p>SILVER</p>  <p>LIEUTENANT COLONEL</p>	 <p>COLONEL</p>	 <p>BRIGADIER GENERAL</p>	 <p>MAJOR GENERAL</p>	 <p>LIEUTENANT GENERAL</p>	 <p>GENERAL</p>	 <p>GENERAL OF THE AIR FORCE</p>

TODAY'S NAVY



FIRST TO SIGN new loyalty certificate is CNO ADM Carney as RADM Grenfell looks on.

CNO Is First To Sign

When the Navy recently put out an order that all naval officers, commissioned before 1 July 1950, were required to sign a loyalty certificate, the first to comply with the new order was the "Boss," Admiral Robert B. Carney, USN, Chief of Naval Operations.

In short order the instructions for signing the certificates were sent out to the Fleet and shore based establishments. Actually, they were nothing new to the Navy as the execution of a loyalty certificate was made a requirement in 1949 for officers prior to commissioning and has been in effect since that time. However, until now, there has been no provision made for those officers commissioned before that time.

The certificate sets forth standards

of conduct considered prejudicial to the interests of the U.S. and lists the organizations which have been disclosed, among other things, to be "totalitarian, fascist, communist or subversive," or those having a policy advocating or approving the commission of acts of force or violence against the rights of individuals under the Constitution or to alter the form of the U.S. government by unconstitutional means.

In signing the certificate, a person swears that he has never belonged to any of the organizations listed nor taken part in any of the activities described.

This is another change in policy in handling security matters initiated by the new Military Personnel Security Office in the Bureau of Naval Personnel.

Enlisted Radiology Specialists

On their way to duty with the fleet are the Navy's first enlisted specialists in radiology. These men have been specially trained in advanced radiological techniques, in an attempt to alleviate demands upon the time of medical officers.

The program began last year when the Navy selected a number of the best students attending Hospital Corpsman schools and assigned them to six months' theoretical work in radiology at the U. S. Naval Hospital, Bethesda, Md. This was followed by an additional six months of practical training at a medical activity.

Six men, from the group who completed work at Bethesda last March, have just completed their "internships" at Bainbridge, where they worked as members of the Radiology Department at the Naval Hospital.

Two New Assistant SecNavs

A new Assistant Secretary of the Navy for Financial Management and an Assistant Secretary of the Navy for Personnel and Reserve Forces have been added to the Navy's top echelon.



Albert Pratt



William B. Franke

The new Assistant SecNav for Financial Management is William B. Franke; Albert Pratt will fill the newly created post of Assistant SecNav for Personnel and Reserve Forces.

Since 1948 Mr. Franke has been a member of the U.S. Army Controllers' Civilian Panel and in 1951-52 served as Special Assistant to the Secretary of Defense.

Mr. Franke graduated from Pace Institute of Accountancy in New York City and has headed his own accounting firm since 1929.

Mr. Pratt is a former investment banker and a graduate of Harvard University. He is a commander in the U.S. Naval Reserve.

During World War II, he saw duty in the Pacific and later served on the staff of the Naval War College at Newport, R.I.

Another Destroyer Leader

uss *Willis A. Lee* (DL 4), has been commissioned the fourth *Mitscher* class destroyer leader to join the fleet.

The 493-foot destroyer leader, one of the latest types of Navy warships, combines much of the speed and maneuverability of a destroyer with the armament and firepower of a modern cruiser.

Other ships of the *Mitscher* class already operating are uss *Mitscher* (DL 2), uss *John S. McCain* (DL 3) and uss *Wilkinson* (DL 5).

YESTERDAY'S NAVY

On 29 Dec 1812, *Constitution*, under the command of Captain William Bainbridge, captured the British frigate *Java* off Bahia, Brazil. On 23 Dec 1814, the schooner *Carolina* shelled British troops at New Orleans. On 23 Dec 1898, the island of Guam was placed under the control of the Navy Department. On 12 Dec 1937, U. S. gunboat *Panay* was sunk by Japanese airplanes in Yangtze River, China. On 7 Dec 1941, Japanese attack on Pearl Harbor. On 15 Dec 1944, U. S. amphibious forces landed on Mindaro, P. I. On 11 Dec 1950, Hungnam evacuated.



All-Navy Photo Contest

Fifty black-and-white photographs and twelve color transparencies were selected by judges as winners in the All-Navy Photographic Competition. The winning photos were then entered in the fifth Inter-Service photo contest (see story above).

Prize winners on the Inter-Service level as well as in the All-Navy phase of the contest will receive engraved trophies.

The Perpetual Inter-Service Photographic Award goes to the branch of the armed forces winning the final competition.

Lens artists from the Fifth Naval District scored heavily in the All-Navy photo contest, held in September at New York's Museum of Modern Art. They were credited with the several black-and-white winners and the first two color transparencies.

- *First and second* place honors in Category I, *Black-and-White Photographs* were taken by Robert M. Takis, AN, USN, of the USS *Randolph* (CVA 15). His first prize photo, entitled "Casbah, Algiers," is a study in lights and shadows of an old man in the famed native quarter of Algiers. His second place photo was "Men of Distinction," a group of European laboring men at a tavern table.

Here are the other prize-winners in Category I:

- *Third:* Richard S. Kraus, PH3, USN, was third with a photo entitled "Duty Officer Please."

- *Fourth and Fifth:* J. A. Morrison, PH2, USN, of USS *Albany* (CA 123), won both of these prizes for untitled studies of a boy and girl talking and men talking in a street. He also took ninth place.

- *Sixth:* John P. Adams, TESN, USN, took this with a picture entitled "Carabinieri."

- *Seventh:* W. J. Sharpton, USN, was a winner with "April Showers."

- *Eighth:* LTJG Jerome Davis, USNR, won with "Dejected."

- *Ninth:* J. A. Morrison, PH2, USN, took the third of his three awards with "American in Paris."

- *Tenth:* T. W. Myers, PH3, USN, was a prize winner with "First Wave." In Category II, *Color Transparencies*. These are the three prize winners:

- *First:* E. K. Longo, SO3, USN, "Refueling Can Be Pleasant."

- *Second:* H. E. Atwell, PH3, USN, placed with "Night Flying."



TWO ALL-NAVY PHOTO contest winners congratulate each other. (L-R) H. E. Atwell, PH3, and R. M. Takis, AN, both serve in USS *Randolph* (see story).

- *Third:* William Romano, BTC, USN, showed with "Ploughing In."

Forty additional Category I photographs were awarded Honorable Mention, with Robert Takis, winner of First and Second Prizes in the category, also receiving three of these. Others receiving Honorable Mention for one or more entries were:

LTJG James B. Acton, USN; Ronald C. Bates, PHAA, USN; Walter D. Cameron, PHAN, USN; Lt. Charles V. Carlson, USMC; CDR John A. Clark, CEC, USNR; ENS Dan H. Daggett, USN; CHMACH Nicholas De Young, USN; LTJG Robert B. Drew, USNR; Sanford G. Freeman, DN, USN; Theodore J. Gabris, YNC, USN.

CAPT Rowland H. Groff, USN; Norman Henkels, PH2, USN; John E. Hurt Jr., PH2, USN; LT G. Warren Johnson, DC, USNR; Henry G. Jordan, PH1, USN; Richard S. Kraus, PH3, USN; Taylor B. Lewis Jr., PH3 USN.

F. E. Manvellar, PH1, USN; CWO Harvey Morton, USN; James E. Pecoraro, PH3, USN; James A. Perrenoud, PH2, USN; William F. Pfaff, YN2, USN; LT Palmer C. Rehm, USNR; June C. Russell, DKS, USN, (W); Lewis B. Russell, PHAN, USN; Vivian F. Sanford, PHC, USN (W); CDR E. C. Scully, USN; and James H. Sullivan, PISN, USN.

Honorable mentions for color transparencies were awarded to

LT J. F. Bachman, USN; D. H. Hand, ATC, USN; Billy E. Karlinsey, AT2, USN; CDR Thomas H. Kelly, USCG; LTJG D. C. McIntosh, USN; CDR C. O. Morrison, USN; LT D. Shoup, USN; and Laurence White, SH3, USN.

All of the photographs and color slides which won prizes or honorable mention were forwarded to the Pentagon to compete against entries from the Army and Air Force for the perpetual trophy. In the final judging, seven places in the *Black-and-White* category and three places in *Color Transparencies* were awarded.

Inter-Service Winner

"Refueling Can Be Pleasant," first place winner in Category II of the All-Navy Photo Contest, also took third place in color slides at the Inter-Service level. It was the only Navy entry to take a trophy in the final judging.

The other top spots for black-and-white photos and color slides were won by Army and Air Force entries, with the Air Force having enough of an edge to retain the Perpetual Inter-Service Photographic Award for another year.

Navy's top winner in the Inter-Service judging was taken by Eugene K. Longo, SO3, USN, of the destroyer USS *Zellars* (DD 777).

New Year's Mid-Watch Log Tempts Sea-Going Rhymesters

Custom has long sanctioned the use of poetry—or at least, rhyme—in writing up the ship's log during New Year's Day mid-watch. As you'll note below, the practice is spreading.

If you're considering this mode of self-expression, bear in mind that you are not permitted any relaxation of the rigid rules for writing the watch report. You must still comply with Article 1037 of Navy Regs, which requires that all important details must be listed. While the particulars of important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water, etc., may be stated before or after the poetry, it is generally agreed that more skill is required to include all these details in the poem or rhyme.

Here are a few selected samples and excerpts. Some show the Brooklyn influence. Real cool. Think you can do better?

USS GOLDFINCH (AMS 12)

In the York River, moored at Berth Number 6

At the Schools of Mine Warfare, way out in the sticks.

Though we're at Navy Pier in Yorktown, Va.,

We'll only be here for a week and a day.

There are 5-inch manila lines doubled, all four,

And wire fore and aft to tie us to shore.

We've juice from Egret (AMS 46), But without water from the pier, we'd be in a fine fix.

There's plenty of company for this final week;

The Egret; the Hawk; the Grouse; and Grosbeak.

AMS-12, that's the Goldfinch you know,

Has the SOPA on board. It's time now to go.

But to all those at sea and all those on shore,

We wish a most happy 1954.

—ENS J. A. MacMartin, USNR.

USS POCONO (AGC 16)

Our ship is moored on this New Year's, At Norfolk Naval Shipyard Piers:

Berth Twenty-nine, Pier Number Four At Portsmouth, on Virginia's shore.

Six eight-inch lines, abaca born, Are doubled to the pier this morn,

And furthermore we have put out

—To hold us fast without a doubt, Come wind, come rain, come storms our way—

Two wire ropes and one spring lay. Receiving from the Yard are we:

Fresh water, steam, electricity, Salt-flushing water, air compressed, And 'phone lines too—with all we're bless'd.

Here present with us in the Yard

Are ships which serve the planes that guard

Our freedom, rights and liberty:

The Currituck and Coral Sea.

The great U.S. Atlantic Fleet

Has sundry units here which meet

With various craft—district and yard—

Augmenting those who are here on guard.

ComSecond Fleet is the SOPA (Actual)

—And that's a matter wholly factual—

At NorVa, in our compound neat,

We belong to the CinCLant Fleet.

—LTJG Robert C. Stockler, USNR.

USS NEWMAN K. PERRY (DDR 883)

The Bloomin' Newman in a nest of four

At old Mike Twelve, not far from shore,

'Longside the Markab, this year's first day,

Our posit Newport, Narragansett Bay.

To port is Turner (outboard McNair)

To starboard Hawkins, two mighty pair.

SOPA is CO of DesLant, on Cascade, Other LantFleet ships are on parade.

But dig our Perry, the coolest cat of all;

She reports all secure, watch standers on the ball.

Six crazy mooring lines, no strain and two-fold,

Wire fore and aft, as of custom old.

On the plates, a snipe reports;

Sparking Number One, Boiler Three snorts.

While the OOD is slowly arousing, On the beach, our boys are carousing.

—ENS J. C. Thompson, Jr., USN.

USS DUXBURY BAY (AVP 38)

It's New Year's Day, on the Duxbury Bay,

The weather is cool and clear;

The Galloping Ghost, of the Arabian Coast,

Wishes all a Happy New Year.

Anchored as before, at Kaliya Khor

The watch is making its check.

The starboard chain is taking a strain

With thirty-five fathoms on deck.

The bottom is shell, and mud as well,

The water is feet thirty-eight.

Shoreham Beacon is True, she bears

Three Forty-two,

And the old hut Two One Eight.

In the dark of night the lights shine bright,

The current runs steady and free;

For working below, to furnish the flow

Are Generators Four and Three.

In the engineers' spaces, harnessed in traces,

Is old boiler Number Two

Furnishing steam, in a steady stream,

And BTUs to the crew.

In the Duxbury Bay, is the S.O.P.A.

That's Admiral BEAKLEY by name;

He is ComMidEastFor and his flag, as before,

Flies close up at the main.

Moored tonight, within our sight

In disposition simple,

Her Majesty's ships, Flamingo and Wren,

Wild Goose and Dalrymple.

And as I write my log tonight

My pen can't help but say

It's been too long since we've had a glimpse

Of the good old U.S.A.

—LTJG J. V. Morgan, USNR.

USS FECHTELER (DDR 870)

Long Beach is the place—at the Naval Shipyard—

Our conversion is over; it's gonna get hard.

On this first foggy night of '54

Our ship is moored same as before.

Fast to pier 6—where else would we be?—

Port side to, at Berth 63.

With six lines run out, the DD way,

Wire fore and aft—we're moored to stay.

We're taking our water and steam from the pier,

Plus the juice and the phone—and a "Happy New Year."

(The last above from a hazy young member

Of the crew who only remembers December.)

There are ships here and there of various sizes;

To list all the names, frankly, that defies us.

Combatants and tugs and mothballed ghosts,

With DesFlot 3, over-all, the most.

Condition Baker's set as always—

But modified, at least:

The galley's hard at work tonight

On New Year's annual feast.

The question we ask—how did we receive

The OD's watch on New Year's Eve? Well, it's over, it's done—Navigator, please note:

If the log doesn't rhyme, at least it was wrote.

—LT R. O. Pyle, USN.



ICE APLENTY—Sailor looks over guns on USS Oriskany (CVA 34). Right: Crew of USS Toledo (CA 133) chops ice.

'Clearing House' for Security

An "Office of Military Personnel Security" has been set up within the Bureau of Naval Personnel to act as a "clearing house" for security matters relating to naval personnel.

In this central repository of information, BuPers will maintain an up-to-date accounting of the security clearance eligibility of all officers, will keep track of pending security cases and will originate military personnel security policy.

The new office, currently under the direction of Rear Admiral E. W. Grenfell, usn, will also consult and advise regarding uniform practice between commands in putting into effect military personnel security programs and will maintain close liaison with the Office of Naval Intelligence, the Navy's investigative agency.

Manual for Field Press Censors

Public Information or line officers who may be called upon to serve as field press censors in the future now have a "book" to go by.

A joint field manual to serve as a general guide for field press censorship personnel in wartime combat areas has been distributed within the Navy.

The manual is designed to aid field press censors in carrying out the provisions in regulations which provide for the establishment and conduct of field press censorship in combat areas. The manual would also be issued to accredited correspondents in combat zones for their information and general guidance.

Both the regulations and field manual emphasize that "field press censorship is exercised for security only, and that new material will not be deleted or stopped on policy grounds." Both stress the vital need for speed in handling news matter submitted for review and point up the field censor's concern "only with preventing the transmission of information which will aid the enemy."

Responsible public information media leaders were consulted in con-

nection with preparation of the new manual, as well as overseas military commands and officers with World War II and Korean experience in this field.

Placed for the first time under military public information control, field press censorship operations have been designed to serve as an adjunct to the function of assisting news media in informing the public purely within the limitations of military security.

Lucky Sailor Sees Paris—With Pretty Model for Guide

What could be more wonderful than a week-end in Paris, with someone else footing the bills? That is just what happened to William Bier-

man, YN2. To top it off he was escorted around the famed French capital by a lovely Paris model.

It all came about when Bierman was selected as the outstanding serviceman of the month, by a board of senior petty officers and noncommissioned officers of the Army, Navy and Air Force at Headquarters, United States European Command.

During his three days in Paris, Bierman was really given the plush carpet treatment. With his model guide, he visited the top night spots, took a boat trip on the Seine River, a carriage ride down the Champs-Élysées, toured the sewers of Paris and was a guest of the famous George V Hotel.

That wasn't the end of Bierman's good luck. When he returned to EuCom headquarters, he was told to pack his bags for his return to the U.S. He had hit it lucky again. His orders read, "To: Recruiting duty, Philadelphia." It just so happens that Philadelphia is Bierman's home town.



FRENCH MODEL and William Bierman, YN2, enjoy Paris tour won by sailor as 'Serviceman of the Month.'

SIDELINE STRATEGY

MOST ATHLETES go through their careers without reaching the peak of ability. But there are the lucky few who, on some given day or night, hit it just right and come up with a perfect score—a 300 game in bowling, a 200-yard hole-in-one, or a perfect pitching game in softball or baseball.

Usually all they get is a couple paragraphs of publicity in the local newspaper, or possibly recognition from the bowling congress or softball or baseball association. But now, at least so far as Navy people are concerned, they will always have something to remind them of their outstanding feat.

The BuPers Special Services Division has established an award—an engraved trophy—for those Navymen who bowl a 300 game, pitch a perfect game in baseball or softball, or score a hole-in-one.

Here's how you apply for your trophy when you have your "big day." You submit a letter, via your commanding officer, to the Chief of Naval Personnel (Attn: Pers G-11). If your perfect feat was in bowling, you must obtain a statement and the signature of all your partners and the bowling alley manager.

In the case of golf, you should submit in addition to your letter, statements and signatures of witnesses and of the club professional. Like the other two,

you submit your letter to BuPers, via your C.O. If a pitcher in either softball or baseball tosses a perfect game, he should get statements and signatures of the umpire-in-chief of the game and his team manager.

The trophies will each be about 12 inches high. The bowling trophy will show three pins being tumbled by a bowling ball. The Hole-in-One trophy will have a big number "1" with a hole through it. The trophy for the perfect baseball game has not yet been selected.

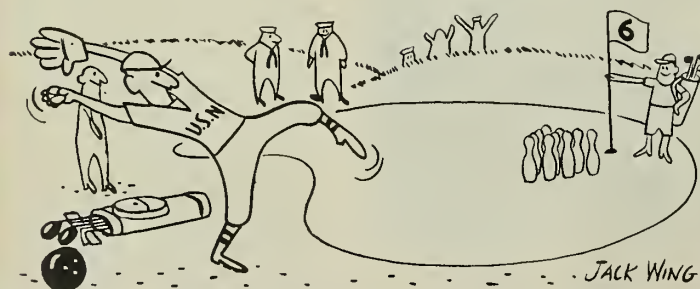
Eligibility for these trophies dates back to 1 Oct 1954. If, since that time, you've bowled a perfect game or scored an ace, you are eligible to apply.

The first one to receive one of these trophies was Captain H. A. Yeager, USN, an Assistant Chief of Naval Personnel. Captain Yeager won his trophy for scoring a hole-in-one in October, at the famous Burning Tree Country Club.

Captain Yeager scored his ace on the par 3, 14th hole.

"I was using a four iron," explained the Captain. "It felt like a good shot—and it was. The ball hit on the green about 12 feet from the pin and rolled up to and dropped in the cup. This was not only my first hole-in-one, it was the first one I'd ever seen," added Captain Yeager.

—Rudy C. Garcia, JO1, USN



FASron Goes in for Sports

Fleet Aircraft Service Squadron 117, based at NAS Barber's Point, Oahu, is one unit that goes in for intramural sports in a big way. With the idea of "a sport for every man," the squadron Special Services office dishes up a wide variety.

The squadron's "athletic year" is divided into four parts. Activities include volleyball, basketball, bowling, golf, pistol shooting, handball, tennis, track and field, swimming and rifle marksmanship.

Another indication that the squadron pushes its intramural program is the construction of athletic areas. Behind one of the maintenance shops, in an area which formerly was just a barren coral-rock area, a softball diamond was constructed. The diamond's popularity was proved this season, when softball games were played practically every night. The squadron also converted what used to be a paint shop into a gymnasium.

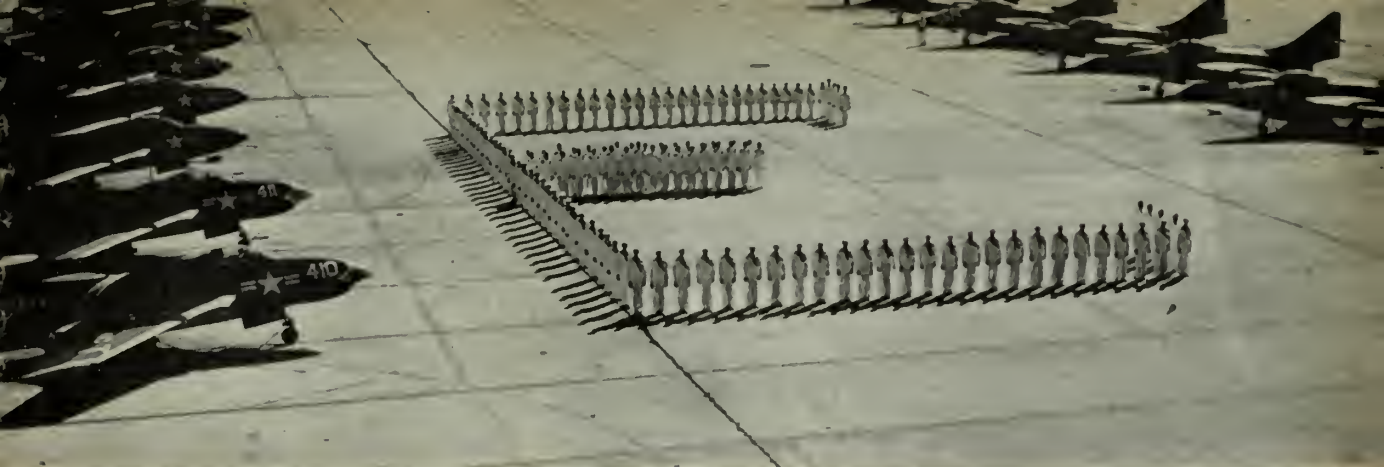
Intramural games are held during the noon hour and during the last half-hour of the working day. This gives the married man a good chance to participate in all squadron athletic activities.

In the recent volleyball tournament, Ordnance won the championship. Electronics placed first in the intramural basketball tournament. In softball, there were teams from Communications, Air Frames, Maintenance-Material, Power Plants, First Lieutenant and Administration departments, all competing for top honors.

In addition to the team sports, such individual sports as table tennis, pool, boxing, badminton, weightlifting and gymnastics provide a well-rounded program.

Besides conducting its own intramural program, FASron 117 also enters teams in the Fleet Air Detachment league as well as contributing outstanding individuals to varsity "Pointer" athletic teams which represent Barber's Point.

The reward for the squadron's athletic program, besides the fine morale it has instilled and the top physical fitness of its men, is evidenced by awards of past seasons, displayed in the squadron trophy case. The squadron touch-football team last season won the championship over Fleet Air Detachment and Naval Air Station teams.



Flying with E's

NAVY JETMEN at Jacksonville, Fla., continue to capture efficiency "E" awards for individual and group activities in 1954.

Fighter squadron 174, stationed at Cecil Field, received a Battle Efficiency "E" for being the best jet intercept squadron in the Atlantic Fleet for the past year.

The squadron, which flies swept-wing F9F-6 *Cougars*, won top honors by maintaining high proficiency in operational readiness, primary weapons, aircraft safety and administrative organization.

VF-174 was the third Fleet Air Jacksonville squadron to earn a ComAirLant "E" for 1954. Only four awards are presented each year.

Five "eagle eyes" of Fighter Squadron 44 placed their bombs so accurately that they racked up a squadron average of 83.57 and won individual Navy "E"s for themselves during annual Atlantic Fleet competitive glide-bombing exercises.

Above: Officers and men of VF-174 form a giant "E" between their jets after receiving the Battle Efficiency award. *Right:* Totem pole is formed by winning airmen from top to bottom: ENS William B. Macke, LT William J. McGarry, LT Dedriche M. Broome, LT Jack K. Johnson, and ENS Richard A. Hoefer. *Below:* One of Fighter Squadron 174's *Cougar* jets is "lighted off." Power for the start is furnished by generator truck in background.



THE BULLETIN BOARD

Pointers for You to Remember About Taking the Exams For Advancement in Rating

Navymen planning to take the service-wide competitive examination for advancement in rating in February should acquaint themselves with the following schedule:

- Tuesday, 1 February—Exam for pay-grade E-7 (Chief Petty Officer).

- Tuesday, 8 February—Exam for pay-grade E-4 (Third Class Petty Officer).

- Tuesday, 15 February — Exam for pay-grade E-5 (Second Class Petty Officer).

- Wednesday, 23 February — Exam for pay-grade E-6 (First Class Petty Officer).

The two-fold basic purpose of all service-wide competitive exams, of course, is to provide a uniform standard for measuring qualifications of personnel for advancement in rating and to give all personnel on active duty in the Regular Navy an equal opportunity to compete for the advancements authorized.

Examinations are also used to determine qualifications for changes in rating in cases where ratings are established, disestablished or merged.

Naval Reserve personnel on active duty are reminded that these exams are no longer authorized for the purpose of substantiating qualifications for enlistment in the Regular Navy. Information concerning enlistment in the Regular Navy of Naval Reservists on active duty is contained in BuPers Inst. 1130.4A.

In addition to the information outlined in "This is 1955 Enlisted Promotion Picture As It Affects You" (ALL HANDS, October 1954, pp. 42-43), the following points are emphasized for those taking the February exams:

- For change in rating from FC to FT, it is mandatory that all personnel in the FC rating (except those now enrolled in the FT class "B" school) participate in the February exams in order to determine their qualifications for change in rating in equal pay grade.



"You have a gentle nature, but can be firm if the occasion demands."

- No exams will be provided for advancement in the AL rating. It has been absorbed into AT.

- Exams for the GS, GF and AQ ratings will be made available and may be requested for the first time in the February exams.

- Exams will be provided for the DCA emergency service rating.

- Exams will be provided for both the PI and LI ratings, except PIC and PI1 (see October issue, page 43, for further details). Personnel in the PI rating may take the LI exam.

- Personnel who are eligible may take more than one examination in the series, or may take one exam for more than one purpose. For example, an eligible PI2 may take the LI2 exam for change in rating and may also take the LI1 exam for advancement and concurrent change in rating.

- Stenographic performance tests are waived for personnel in the YN rating in this examination. However, they will be required for YNS rates.

- The CAA certificate requirement for advancement to all pay grades in the air controlman rating is waived for the February exam for air controlmen who are not actually assigned to control tower duties.

In view of the increased weight assigned to the Good Conduct Medal in the multiple computation, it is important that the number of awards credited to you be accurately established before you take the exam.

Over 95,000 Enlisted Men Will Be Advanced as Result of August Exams

Advancement in rating is in the cards for more than 95,000 Navymen as a result of the August 1954 examinations for promotion to pay grades E-4, E-5 and E-6. The top one-third of the successful examinees received their "crows" in the first increment, whose ratings became effective on 16 Nov 1954. Other increments will be advanced effective 16 Jan 1955 and 16 Mar 1955.

By pay grade the contemplated advancements stack up this way:

- *Third Class Petty Officer (E-4).* Although advancement in four ratings has been restricted by lack of vacant billets, a total of 58,039 men and women have been authorized for promotion. That is equal to 94 per cent of those who passed the tests. The restricted ratings in pay grade E-4 are: boatswain's mate, aviation boatswain's mate, aviation ordnance-man and steward.

- *Second Class Petty Officer (E-5).* Ninety-one per cent of the successful candidates for second class rates—or 28,120 persons—have been authorized for promotion. In this pay grade the following five ratings are restricted to varying degrees by lack of billets: boatswain's mate, aviation machinist's mate, lithographer, printer and steward.

- *First Class Petty Officer (E-6).* Promotions are authorized for 8951 candidates for pay grade E-6. This is nearly 58 per cent of those who completed the tests successfully. Twenty-four ratings in this pay grade were restricted to varying degrees, depending upon the number needed and the numbers already serving as first class petty officers.

Last year, as a result of the August examinations about 66,500 personnel were promoted in these three pay grades. Navy's enlisted strength was about 63,000 more than today.

The current advancements also represent a considerable increase over those made as a result of the February 1954 examinations.

Here are Qualifications for Navy's Guided Missile Ratings

QUALIFICATIONS for the new guided missile ratings have been announced in BuPers Inst. 1440.14, which also sets forth the procedures and policies under which some men now in other ratings may change their rates to GS (Guided Missileman), GF (Aviation Guided Missileman) or AQ, Aviation Fire Control Technician).

From an operational standpoint, here's a brief summary of what men in each of the new ratings must be qualified to do (depending, of course, upon what pay grade you're trying for):

GS (Guided Missileman)

- Assemble, test, align, adjust,

replace and repair internal components of surface-launched missiles (this does not include jet engine propulsion systems not associated with missile internal guidance and control).

- Operate, test, adjust, align, calibrate and repair missile test equipment.

- Supervise and train personnel in handling, stowage, test and repair of guided missile sections and components and associated test equipment.

- Handle and stow missile sections and components.

- Maintain logs and equipment histories.

GF (Aviation Guided Missileman)

- Assemble, test, align, adjust, replace, and repair internal components of air launched missiles (this does not include propulsion systems and ordnance items and hydraulic or pneumatic systems not associated with missile internal guidance and control).

- Operate, test, adjust, align, calibrate, and repair missile test equipment.

- Supervise and train personnel in testing and repair of guided missile sections and components and associated test equipment.

- Maintain logs and equipment histories.

AQ (Aviation Fire Control Technician)

- Test, maintain, and repair aviation fire control equipment.

- Inspect, clean, lubricate and perform operational tests and adjustments of sights, bomb directors, armament control systems, and turret control systems.

- Remove and reinstall major components and sub-assemblies.

- Calibrate, repair, and make performance measurements and computing tests of computers, gyros, optical components and fire control radars.

- Make detailed mechanical, electrical and electronic casualty analyses.

- Boresight and align sights, computers, fire control radars and aircraft weapons.

- Make authorized repairs and adjustments on associated test equipment.

Now let's take a look at the provisions for changing from a current rating to one of the guided missile-

man brackets. The only personnel authorized to request a change are those whose job code number is either Special Program Code 9976 or 9980; and it should be understood that personnel cannot be considered as holding a Special Program Code unless there is a service record entry indicating that authority for assignment has been granted by the Chief of Naval Personnel.

Under provisions of the Instruction, men in the AT, ET and FT ratings who hold Special Program Code Number 9976 and who are considered fully qualified by their COs may be changed to either GS or GF in the same pay grade they now hold. Those men whose ratings are changed and who are eligible for advancement, may be nominated to take the examination for the next higher pay grade in February 1955, when service-wide competitive exams for the new ratings will be available.

In addition, commanding officers may recommend to the Chief of Naval Personnel a change to GS or GF for men holding rates other than AT, ET or FT if they have been associated with the guided missile program for more than two years and hold the 9976 code number. Each case will be considered in order to determine who will be changed to a similar pay grade in the GS or GF ratings and, of those selected, who will be given electronics training at one of the Guided Missile Schools. Recommendations must include a full statement of previous training and duties performed in the guided missile program.

Men not covered by either of the above procedures who hold Special Program Code 9976 may qualify by

Who Were Navy's First Guided Missilemen? Here Are Two

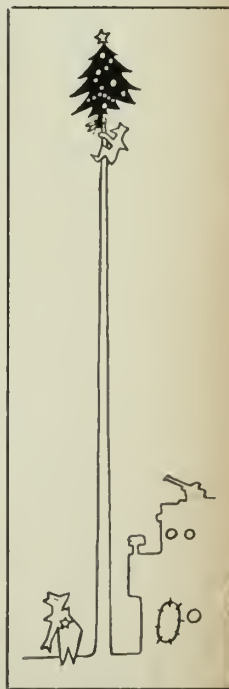
Two CPOs currently assigned to the U. S. Naval Examining Center, Great Lakes, Ill., were among the first Navymen to change over to the new missileman ratings under the provisions of BuPers Inst. 1440.14.

Calvin W. Wade, ATC, USN, and Gordon L. Thomason, ET-CA, USN, both received permission to make the change effective 26 Jul 1954, with Wade being re-rated a GFC (Aviation Guided Missileman), while Thomason became a GSC (Guided Missileman, Surface). Both CPOs have been associated with the guided missile program for several years.

Chief Wade recently completed a two-year tour of duty at the U. S. Naval Air Missile Test Center, Point Mugu, Calif. Before that he attended school at a New York guided missile manufacturing plant, where he received highly technical air-to-air missile training.

Chief Thomason until recently was on instructor duty at the U. S. Naval Guided Missile School, Pomona, Calif. His specialty is surface-to-air missiles.

Thomason and Wade are assigned to the Examining Center as "item writers," assisting in the preparation of advancement tests for the missileman ratings.



"Belay that."

examination for either a change to the GS or GF rating or simultaneous change and advancement to the next higher pay grade in the selected new rating.

If you are eligible for advancement you may be nominated to take the exam for the next higher pay grade in the new rating, the same pay grade you now hold, or both. If you are not eligible for advancement you may take the exam for one of the new ratings in your current pay grade. Failure to qualify for either the change or advancement will not affect the rate held when you took the exam.

Initial selections for the AQ rating will be made only from men working in the field of missile *external* guidance and control, and from personnel attached to project "Atlas." Further selections for AQ (other than from schools) will be permitted only after

individual commands have requested and received approval for personnel allowances in the new rating.

The commanding officer may authorize changes in rating to AQ, without change in pay grade, for men holding Special Program Code 9980, provided their electronics background is such that they are considered to be fully qualified for the same pay grade in the AQ rating.

ATs who are working in the field of missile external guidance and control and who hold the Special Program Code 9976 may also be changed to AQ with no change in pay grade.

Also, BuPers Inst. 1440.13 sets forth a program to change men in certain Group IX ratings which have excess personnel to the new ratings of GF and AQ.

Activities authorized an AQ allowance, once they have received approval of an allowance, may nomin-

ate personnel for the service-wide AQ exams. Men nominated must be working with aviation fire control equipment and must be considered qualified for the rating.

As in the case of GS and GF ratings, normal paths of advancement are waived, and exams may be taken for the next higher pay grade, or the same pay grade, or both, if eligible for advancement. Here, too, men not eligible for advancement may take the examination for the AQ rating in the same pay grade they now hold. Successful candidates will be changed in rating, or simultaneously advanced and changed in rating as appropriate.

Those working in the field of any one of the three new ratings, but who are identified as strikers for another rating, may have their rate symbols changed in accordance with paragraph 9 of BuPers Inst. 1430.4B. Assignment of striker identification to personnel not presently identified as strikers will be made only in accordance with paragraph 7 of the same instruction.

Men who have taken the August 1954 examinations in their present ratings will not be changed to one of the new ratings nor have their rate symbols changed until after the results of the exams are known, and authorized advancements made.

Regular, Reserve Line Officers Selected for Promotion to CDR

A total of 1807 lieutenant commanders of the line on active duty in the Regular Navy and the Naval Reserve have been selected for promotion to commander by a selection board that convened 17 August.

In the unrestricted line there are a total of 1503 LCDRs to be promoted. Of these, 821 are Regular Navy, 523 are temporary officers in the Regular Navy and 159 are Naval Reserve officers on active duty.

In the restricted line there are 304 LCDRs to be promoted. Of these, 37 are Aviation Engineering Duty officers, 79 are Engineering Duty officers, 13 are Special Duty officers and 175 are Limited Duty officers.

Approximately 700 of these officers will receive appointments immediately after qualification processing with dates of rank 1 July 1954. The others will be promoted periodically as vacancies occur and the total will probably be advanced by 1 July 1955.

WHAT'S IN A NAME

Dynamite Ship

Although her performance was undistinguished, few ships in naval history have fired popular imagination as did the "dynamite gun cruiser" USS Vesuvius.

An 1886 appropriations act authorized construction of such a ship "to be not less than 230 feet long, 26 feet breadth of beam, seven and one-half feet draft, 3200 horsepower and guaranteed to obtain a speed of 20 knots."

The main battery from which the cruiser took her nickname, consisted of three 15-inch, 55-foot guns made of drawn brass tubing, rigidly mounted at an 18 degree angle with their breeches in the hold and the barrels projecting through the fore-deck. Officially, these guns were known as "aerial torpedo projectors," but to the rear ranks they were "pop guns" since the shells were projected by compressed air.

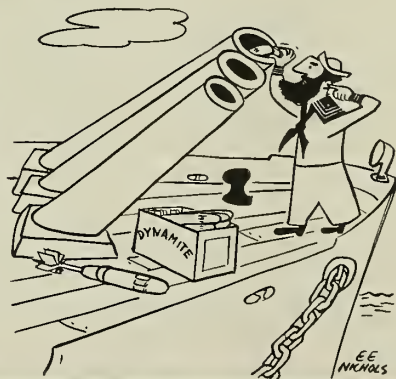
Launched in Philadelphia in 1888, the 930-toner, with her long, low silhouette and her speed, made an immediate hit with the public. A popular novel was entitled "The Dynamite Ship" and countless articles in the press extolled Vesuvius as the most formidable battleship in the world. One of the Navy duties of that day was attending local and national celebrations in various parts and Vesuvius' popularity and shallow draft made her especially suitable for participation in these "flower shows."

Battle service in Havana harbor during one month of the Spanish-American war

proved that claims concerning her capabilities in combat were optimistic, however. She could carry only 30 of the 10-foot shells designed for her guns.

Still, Vesuvius did serve a purpose in Havana. Accounts of the battle by Spanish occupants of the fortress testify to the ship's effectiveness as a destroyer of enemy morale. Also, some Spaniards decided that the curved vanes used to spin the projectiles were air screws and that they were being bombarded from the air!

After the end of the Spanish-American war, the "dynamite ship" was converted into a torpedo boat, serving in that capacity until her retirement in 1921 and earning yet another nickname—"Black Sheep of the White Squadron." Vesuvius was sold by the Navy in 1922.



If You're Planning to Try for Guided Missile Ratings, Study These Training Manuals

Here are lists of the publications to be used and studied in preparing for advancement exams in the new guided missile and aviation fire control ratings. The manuals listed are those used by examining authorities in preparing questions for service-wide competitive examinations, although in many cases only parts of the books listed will apply to a particular rate. Men trying for the higher grades in a rating are expected

to know all the material required of lower rates, *plus* that required for the rate they desire.

The best way to use these manuals is in conjunction with Change No. 3 to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068, Rev.) which lists complete qualifications for the GS, GF and AQ ratings. The list of qualifications may also be found in Enclosure 1 to BuPers Inst. 1440.14.

Numbers listed in parentheses after training manual titles indicate the chapters which are especially applicable to a particular rate. Where

NavPers numbers are followed by a letter suffix, earlier editions of the same manual may be used unless specifically cancelled by the Chief of Naval Personnel.

Navy Housing Development Opens Near NAS Quonset Pt.

A 350-unit development has been opened near NAS Quonset Point, R. I. The development is composed of 75 buildings containing one-, two- and three-bedroom apartments.

The project, named Hoskins Park, is located on Route 1, south of the Quonset Point air station.

Texts Available for Transfer or Advancement in Missile Ratings

Training Manual Title	Identification No.	Applicable Rates	Training Manual Title	Identification No.	Applicable Rates
GUIDED MISSILEMAN, SURFACE (GS)			Electronics Technician Second Class, ...		
Electricity	NavPers 10622-8	3 & up	Val. I (Chapters 2, 3, 12)	NavPers 10190-A	2 & up
Use of Tools	NavPers 10623-A	"	Electronics Technician Second Class, ...	NavPers 10191	"
Blueprint Reading	NavPers 10077	"	Val. II		
BuShips Manual	Chap. 9, Sect. 104	"	Radar Electronics Fundamentals	NavShips 900016	"
USN Safety Precautions (Chapter 20)	OpNav 34 P 1	"	Appropriate Missile Instruction		"
Physics for Electronics Technicians	NavPers 10095	"	Manuals		
(Chapter 5)			Aviation Supply	NavPers 10394-B	1 & up
Electronics Technician Third Class	NavPers 10188	"	Microwave Techniques	NavShips 900028	"
(Chapters 2, 5)			Supplementary Readings in	NavPers 10809	CPO
Electrician's Mate Third Class	NavPers 10548-A	"	Fundamental Naval Electronics,		
(Chapters 10, 12, 13)			Part II		
Ordnance Pamphlets	1955, 2125	"	Radar Systems Fundamentals	NavShips 900017	"
Basic Hydraulics	NavPers 16193	"	Timing Circuits	NavShips 900013	"
Electronics Technician Third Class	NavPers 10188	2 & up	Electronics Technician Second	NavPers 10190-A	"
(Chapters 7, 8, 16)			Class, Vol. I		
Electronics, Administration and	NavPers 10835	"	AVIATION FIRE CONTROL TECHNICIAN (AQ)		
Supply (Chapter 3)			Electricity	NavPers 10622-8	3 & up
Electronics Technician Second	NavPers 10190-A	1 & up	Aviation Electrician's Mate, Vol. I	NavPers 10319	"
Class (Vol. I)			(Chapters 11, 12, 13, 14)		
Synchro and Servo Fundamentals	NavPers 91918	"	Blueprint Reading	NavPers 10077	"
Electronics, Administration and	NavPers 10835	"	(Chapters 1, 2, 3, 12)		
Supply (Chapters 5, 6, 7)			Electronics Technician Third Class	NavPers 10188	"
Radar Electronics Fundamentals	NavShips 900016	"	Electronics Technician Second	NavPers 10190-A	"
(Chapters 3, 4, 6, 7)			Class, Vol. I (Chapters 10, 11, 12)		
Radar Systems Fundamentals	NavShips 900017	"	USN Safety Precautions	OpNav 34 P 1	"
(Chapters 4, 5, 8)			(Chapters 3, 18)		
Appropriate Missile Instruction			Fire Controlman Third Class, Vol. I	NavPers 10163-A	"
Manuals			(Chapters 6, 9)		
AVIATION GUIDED MISSILEMAN (GF)			Aircraft Fire Control	NavPers 10342	"
Basic Hydraulics	NavPers 16193	3 & up	Aircraft Armament	NavPers 10341	"
Hand Tools	NavPers 10306-A	"	Electronics Technician Second	NavPers 10191	2 & up
Blueprint Reading	NavPers 10077	"	Class, Vol. II		
(Chapters 1, 2, 3, 12)			Radar Electronics Fundamentals	NavShips 900016	"
USN Safety Precautions	OpNav 34 P 1	"	Radar Systems Fundamentals	NavShips 900017	"
(Chapters 3, 17, 18)			Timing Circuits	NavShips 900013	"
Electricity	NavPers 10622-8	"	U. S. Navy Synchros	OP 1303	"
Physics for Electronics Technicians	NavPers 10095	"	Basic Fire Control Mechanisms,	OP 1140A	"
(Chapter 5)			Maintenance		
Electronics Technician Third Class	NavPers 10188	"	Microwave Techniques	NavShips 900028	"
Aviation Electrician's Mate, Vol. I	NavPers 10319	"	Aviation Supply	NavPers 10394-B	1 & up
(Chapters 6, 14)			Naval Airborne Ordnance	NavPers 10826	"
Aviation Electrician's Mate, Vol. I	NavPers 10319	2 & up	(Chapters 6, 7, 8, 11)		
Chapters 12, 13)			Naval Electronics, Part III	NavPers 10810	CPO
			(Chapter 6)		

Joe Seaman, SN, USN, Learns About the High Cost of Leaving

THERE'S NO MAN RICH ENOUGH who can afford to be charged with "unauthorized absence." Even the wealthiest man in the world has certain commitments and appointments that he must meet.

All of us, as Navymen, also have our particular duties we must perform. And like everyone else, if we don't keep these appointments and fulfill our obligations, we have to suffer the consequences. That can mean loss of money, loss of reputation, loss of time, plus the suffering and hardship caused to our loved ones.

"Well, I don't see how a few days over the hill could hurt me that much. What's a little extra duty or a couple days in the brig?"

It can cost you, sailor. To the tune of more than \$50 per day if you're a seaman, and much more if you're a petty officer. You don't have to take our word for it, though. Sit down for a minute and figure it out for yourself. We'll just supply the facts and figures. You draw the conclusions.

Check this hypothetical case of Joe Seaman, SN, USN. He's married, has over two years in the Navy and had been recommended and was eligible to take the exam for RM3. But Joe took five days' unauthorized absence.

Joe is usually a pretty good guy, otherwise. He's not what you'd call a trouble-maker—maybe just a little bit of a nonconformist. Since coming aboard, Joe's been in front of "The Man" for a number of wrongdoings: sleeping in, missing muster, a couple hours late from liberty.

But Joe's had it now. He stayed away too long. He had been granted



"Knock off the horseplay . . . you're scarin' the fish!"

20 days' leave but was having so much fun, he decided to take 25 days, without bothering to wire for an extension.

A couple of weeks ago, Joe said, "This won't be so tough to take," as he walked back to his compartment from Captain's Mast, where he'd been awarded a Summary Court Martial. "Most I can get is 15 days in the brig. I can do that standing on my ear," he had boasted. Famous last words!

To be truthful, though, Joe was right—half right, anyway. Under the old law governing punishment for unauthorized absence, the most time he could get would be 15 days' confinement at hard labor. But Joe hadn't stopped to figure that his unauthorized absence would also cost him money—more money than he could afford.

Convicted by a Summary Court Martial, Joe was then ineligible to take the PO3 exam for six months. Let's work on three assumptions: (1) that Joe would have passed the exam and been rated last November; but (2) since he "goofed" he'll have to wait until the following February, so (3) now he'll be taking the exam in February, and after passing, it will be May before he's rated—six months later.

Here's what his five days' absence would have cost him in money alone: The difference in pay between SN and PO3 with over two years' service is \$22.93 per month. The difference in BAQ (the Navy's share) is \$25.80 per month.

Now \$22.93 times six (months)

is \$137.58. The BAQ difference of \$25.80 times six months is \$154.80. These two sums added together total \$292.39. That was the tab Joe Seaman has had to pay for only five days: \$292.38 or \$58.47 per day!

But that's only a start. The higher in rate the culprit is, the higher the damage. For instance, for a third class petty officer in a predicament similar to the one Joe Seaman got himself into, the price for the five days would be about \$1,123.50, or \$224.70 per day. The reason for this is that when a petty officer fouls up in this manner, it is usually a year or more before he is again eligible, conduct-wise, to take the exam for the next higher rate.

The hypothetical case that we used as an example is one that probably has happened—more than once—on your ship or station.

But why does Seaman become ineligible to take the exam just because he took five days' unauthorized absence?

Here's why: Regulations for advancement in rating state that for advancement from pay grade E-3 to pay grade E-4, a man must have "no conduct mark less than 3.0 for the preceding six months and an average of not less than 3.5 for six months preceding advancement." According to *BuPers Manual*, a man convicted by a Summary Court Martial is liable to a conduct mark of 1.5.

But, in a sense, maybe Joe Seaman was lucky—if that's what you want to call it. He's lucky he didn't take his unauthorized absence after 1 Nov 1954. That's the effective date of Executive Order 10565, which sharply increases the penalties for unauthorized absence.

He is also lucky that his court martial sentence did not include a reduction in rate, as is frequently the case. In such event he would have to serve the required time, and meet the required promotional qualifications, before he would again have the rate he already had when he became AWOL.

Here are the changes to the maximum punishments brought about by the President's order and published for the Navy in SecNav Notice 5810 of 7 Oct 1954:

- If a man is found guilty of an



offense for which a dishonorable discharge is not authorized, he may still get a dishonorable discharge, forfeit all pay and allowances and get a year at hard labor if it can be proved that he's had three or more convictions during the previous year.

- If a man is AWOL by failing to go to, or by going from, the appointed place of duty—he is liable to confinement at hard labor not to exceed one month and forfeiture of two-thirds pay per month, not to exceed one month.

- If he's an unauthorized absentee from his unit, organization, or other place of duty for not more than three days—he may receive confinement at hard labor not to exceed one month and forfeiture of two-thirds pay per month, not to exceed one month.

- Unauthorized absence for more than three days but not more than 30 days—he is liable to confinement at hard labor not to exceed six months and forfeiture of two-thirds pay per month, not to exceed six months.

- Unauthorized absence for more than 30 days—he may receive a dishonorable discharge and forfeiture of ALL pay and allowances and confinement at hard labor, not to exceed one year.

Under the old law, the dishonorable discharge and forfeiture of all pay was given out only when a man had been AWOL for 60 days or more. Unauthorized absence periods up to 60 days previously had a maximum penalty of three days' hard labor for each day absent and forfeiture of not more than two days' pay for each day absent.

- Also, under the new order, if you miss the movement of your ship, aircraft or unit "through design" maximum punishment is dishonorable discharge, forfeiture of all pay and allowances and confinement at hard labor not to exceed one year. It used to be that confinement was limited to six months.

If you miss your ship or unit "through neglect" you can get a bad conduct discharge, forfeiture of all pay and allowances and confinement at hard labor not to exceed six months. Up to now, the confinement was limited to three months.

So our hypothetical seaman Joe is lucky—if that's what you call luck.

HOW DID IT START

Ruffles and Flourishes

From boot camp to quarterdeck "Ruffles and Flourishes" are familiar sounds to the Navyman's ear.

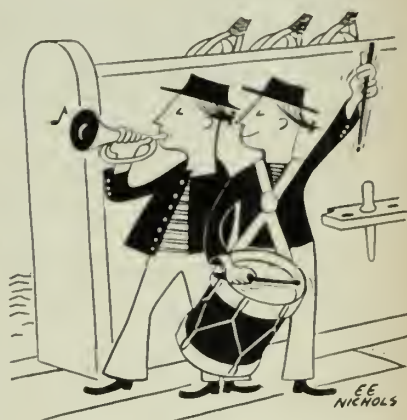
In fact, this slow swelling roll of drums (ruffles) and the accompanying trumpets (flourishes) is heard so often at guard mounts, parades, and other ceremonies that little thought is given to how this inspiring bit of music came to be.

Like many traditions of great age alive in the Navy today, one can be safe in saying that this fanfare, as it is musically termed, was used on our first ships. As early as 1818 the record shows in the "Naval History Rules and Instructions for the Naval Service," prepared by the Board of Naval Commissioners, Washington, D.C., that "A Cammadare will be received by the Lieutenant's Guard with salutes of two ruffles of the drum."

It is not known when the drums and trumpets were first used together, but ritualistic use of drums is just about as old as the human race. Trumpets were used by the military in ancient Greece. The salpinx, or infantry horn, and lituus, or cavalry trumpet, produced powerful but coarse tones, and limited harmonic range confined their use to making announcements.

Because of their declamatory nature, ruffles and flourishes were used to call the attention of spectators at the opening of medieval tournaments or jousts. It was during the Crusades beginning in the 11th Century that the flourishes apparently became symbolic of the applause of the spectators.

The trumpets were played when soldiers marched in front of those selected for the



crusade as a form of dedication ceremony. Since those times one or more flourishes have become symbolic of the three cheers of the crowd.

Navy Regs defines the present day use of the fanfare in Article 2151 (Procedures for Officials Visits) as "The piping of the side, ruffles and flourishes, and the music shall be rendered in the order named. In the absence of a band, 'To the Colors' shall be sounded by bugle in lieu of the National Anthem, when required . . . At the end of leave taking, the guard shall present arms, all persons on the quarterdeck shall salute, and the ruffles and flourishes followed by the music shall be rendered."

The next time you fall in and hear the command "sound off" to the band, you might give a little thought to the tradition behind the roll of the drums and the notes of the trumpets that follow.

If he had taken his five days' unauthorized absence after 1 Nov 1954, he would have been liable to six months' confinement at hard labor and forfeiture of two-thirds pay per month up to six months. And that would have cost him in the thousands of dollars.

If you thought the price for unauthorized absence was high before, you'll think it's astronomical now. Why such a high cost of leaving? Mainly because there is no excuse for unauthorized absence.

If, as sometimes happens, an emergency arises, there are proper channels to obtain leave and there are numerous ways to have leave ex-

tended and to avoid that curse: "Unauthorized Absence."

Would you trade three days of dubious fun for 30 days' hard labor? Think it over, sailor. The price is high right now, and will get higher. Can you afford it?

Bainbridge Naval Prep School

This year there are 166 enlisted men of the Regular Navy, Naval Reserve, Marine Corps and Marine Corps Reserve attending the Naval Preparatory School at Bainbridge, Md. The course of instruction at the Prep School normally leads to appointment to the U.S. Naval Academy.

Seabees Who Want Shore Duty Should Check Table of Locations Before Submitting a Request

Seabees (Group VIII personnel) who want to request shore duty should first investigate both the Fleet SDEL and BuPers SDEL billets. The billets for Seabees on the BuPers SDEL are not numerous and are re-

stricted largely to certain areas.

BuPers, however, is making every effort to create more Seabee billets on the BuPers shore duty eligibility list and speed up rotation from sea to shore.

One of the "Bottlenecks" in the rotation program is due to the fact that many Seabees apply for shore duty only in one location, giving no

second choice. In many cases no billets are available for their rate in the naval district that they requested, consequently shore duty orders are delayed until the application card is returned to the man, to be revised and resubmitted. Had a second choice in another district been given or the block checked indicating that duty would be accepted "Anywhere" in the U.S., rotation to shore duty would be greatly speeded up.

The following table shows where all Seabee Shore Duty billets are located. (These billets are not necessarily openings since they may be currently filled.)

The distribution of billets is readily apparent. For instance there are only 2 billets in the Third Naval District and 843 in the Eleventh Naval District. Naturally a Seabee applying for shore duty in the 11th ND would have a far better chance of getting ashore than a man applying for duty in the 3rd ND. Personnel officers of sea duty units with group VIII allowance have a detailed breakdown by activities within the naval districts (see BuDocks Memo of 29 Apr 1954). Men are reminded to apply for duty only in districts that have a billet for their rate.

Any Seabee applying for shore duty on the BuPers SDEL should read and comply with BuPers Inst. 1306.20B and the above BuDocks Memo in order to expedite his shore duty orders. Information on Fleet Shore Duty may be obtained from your personnel office.

Reservists in Critical Rates May Be Eligible to Enlist in Regular Navy in Same Pay Grade

Naval Reserve personnel serving in rates which are considered to be "critical" are, if otherwise eligible, permitted to enlist or reenlist in the Regular Navy in the pay grade they now hold, under the provisions outlined in BuPers Inst. 1130.4A.

"Critical" rates are those in which the number of personnel on board, on a service-wide basis, is so far short of requirements that normal advancement in rating cannot be relied upon to supply necessary personnel.

Personnel serving in one of the critical rates (or in a related emer-

Locations of Seabee Shore Duty Billets

RATE	1 ND	3 ND	4 ND	5 ND	6 ND	8 ND	9 ND	11 ND	12 ND	13 ND	SRNC	PRNC
Surveyor												
SVC	1	—	—	2	—	—	1	3	—	—	—	1
SV1	1	—	—	3	1	—	1	4	—	—	—	—
SV2	2	—	—	3	2	2	1	2	—	—	—	—
SV3	2	—	—	1	1	3	2	4	—	1	—	—
Construction Electrician												
CEC	3	—	—	5	1	1	3	10	1	—	—	—
CE1	5	—	—	11	3	2	1	13	—	—	—	—
CE2	3	—	—	13	6	4	1	17	1	1	—	—
CE3	2	—	—	1	9	8	2	25	1	1	—	—
Driver												
CDC	4	—	1	9	11	5	6	22	2	2	—	2
CD1	5	—	1	13	20	9	6	29	2	1	—	2
CD2	6	2	—	20	30	17	9	35	4	1	—	4
CD3	6	—	1	8	44	23	12	52	4	1	—	13
Mechanic												
CMC	4	—	—	10	6	4	5	18	—	—	—	—
CM1	5	—	1	15	8	7	4	29	1	—	1	—
CM2	4	—	—	18	9	10	6	35	1	1	1	—
CM3	6	—	—	7	21	17	7	43	2	1	1	—
Builder												
BUC	5	—	—	15	5	—	4	24	1	—	—	2
BU1	10	—	—	28	4	4	6	24	2	1	—	1
BU2	3	—	—	32	6	4	2	21	2	1	—	—
BU3	6	—	—	8	6	7	3	29	1	2	—	1
Steelworker												
SWC	3	—	—	2	1	—	3	10	1	—	—	—
SW1	4	—	—	2	3	—	1	14	—	—	—	—
SW2	3	—	—	2	3	3	2	14	1	—	—	—
SW3	1	—	—	7	1	—	1	19	—	1	—	—
Utilities Man												
UTC	3	—	—	3	5	1	3	10	3	—	—	—
UT1	6	—	—	3	5	5	1	12	2	—	—	1
UT2	3	—	—	4	8	7	2	8	3	—	—	—
UT3	2	—	—	1	11	10	2	11	3	1	—	—
CN/CP Designated Strikers	38	—	—	35	108	66	20	306	23	6	—	12

agency service rate) may submit applications to the Chief of Naval Personnel for enlistment or reenlistment in the Regular Navy in the pay grade they now hold.

The following rates are considered to be critical rates:

RDC-RD1-RD2-RD3, TEC-TE1-TE2-TE3, SOC-SO1-SO2-SO3, QM2-QM3, RMC-RM1-RM2-RM3, EMC-EM1-EM2-EM3, FTC-FT1-FT2-FT3, MRC-MR1, ETC-ET1-ET2-ET3, ICC-IC1-IC2-IC3, MNC-MN1-MN2-MN3, SV3, FPC-FP1-FP2-FP3, CT1-CT2-CT3, BT1-BT2-BT3, CE3, MM1-MM2-MM3, CD3, CM3, BU3, SW3, UT3.

Personnel not serving in critical rates are, if otherwise eligible, permitted to enlist or reenlist in the Regular Navy in a pay grade that is generally one grade lower than their pay grade in the Naval Reserve.

Personnel who have successfully completed certain service-wide examinations for substantiating their qualifications to enlist in the Regular Navy will be enlisted in the rate determined by the conditions listed below; (however, since substantiating examinations are no longer authorized, these conditions will apply only to personnel who took the August 1954 examinations or the February 1954 pay grade E-7 examinations).

Here are the determining conditions:

- Personnel who passed the substantiating examination for the pay grade held may be enlisted in that pay grade.
- Personnel who passed the substantiating examination for the next higher pay grade, and who are among those selected for advancement within the quota allowed, may enlist in the pay grade to which advanced. Alternately, such persons may, if they so desire, enlist in their present pay grade and subsequently be advanced in rating on the date specified in the advancement letter.
- Personnel who passed the substantiating examination for the next higher pay grade, but who cannot be advanced because of quota limitations may be enlisted or reenlisted in the pay grade they now hold.
- Personnel in Training and Administrative billets of the Naval Reserve who have passed the examination for the next higher pay grade may be advanced regardless of va-

How Much Can You Draw When Shipping Over?

Figuring what to do with profits pocketed from a reenlistment has become a big off-duty pastime since the Reenlistment Bonus Bill was signed last July. Practically everybody from a forecastle "deck ape" to the "black gang" chief stands to pick up a substantial amount of "liberty lettuce" under the new plan.

Although few men can expect as much in a lump sum, a theoretical "most" that could be gained under the revised bonus set-up would be between \$1500 and \$1600. But take a look at the cases below—they sound even better.

As an example, suppose you took a chief petty officer who entered the Navy after 15 Jul 1940 on an original enlistment of six years, then twice reenlisted for four years. He was paid the pre-1949 enlistment allowance for the first two reenlistments, and he could now reenlist for six years and draw a bonus figured on a full month's basic pay for each of the six years. His bonus is based on a full month's pay because the new bonus plan does not count the pre-1949 allowance as a bonus. So, for bonus purposes only, this is a first reenlistment (although it does complete his "twenty").

If, somewhere along the line, our theoretical chief was discharged a day late or otherwise picked up the

additional day needed to complete his 14 years for longevity pay purposes, his base pay would be \$252.25 and his bonus—amounting to nearly six months' basic pay—would be \$1512.80.

Two first class petty officers in USS O'Bannon (DDE 450) nearly broke the paymaster when they shipped over together, pocketing more than \$4000 between them.

Delbert E. Wilkerson, RD1, USN, and George J. Bauer, QM1, USN, both reenlisted on the same day.

"I can't wait to ship over again," Wilkerson said. "It isn't every pay day I draw \$2,059.74." Bauer received \$2,018.64 on the same date.

A substantial portion of the amounts received by each of the men was for reenlistment bonus under the new reenlistment law which, in these cases, amounts to six months' basic pay for a six-year reenlistment. The balance of the total amounts received by Bauer and Wilkerson was for cash settlement for unused leave, mustering out pay and mileage allowance to which they were entitled in connection with their discharges prior to reenlistment.

Both men have been on board O'Bannon for the last four years. They came back into the Navy in 1950 after a stretch of time as civilians, following World War II.

caneies and, on the following day, enlisted in the pay grade to which advanced.

The rate you hold must be one in which substantiating examinations

were authorized for the August 1954 examinations. The letter from the U.S. Naval Examining Center, reporting the results of the examination, will indicate the successful completion of substantiating examinations only in those rates.

Rate determination in the cases of personnel who competed in the February 1954 pay grade E-7 examinations will be in accordance with BuPers Notice 1130 of 7 Jun 1954.

Naval Reserve personnel who are interested in enlisting or reenlisting in the Regular Navy should consult Enclosure Four of BuPers Inst. 1130-4A, dated 16 Sep 1954 for detailed information concerning discharge and subsequent enlistment or reenlistment.



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 49—Increases the limitation of punishment for absence offenses and missing movement under the Manual for Courts-Martial.

No. 50—Announces the selection of officers of the Regular Marine Corps for temporary promotion to lieutenant colonel.

No. 51—Ordered all ships and stations to half mast colors as a mark of respect to the late Associate Justice Robert H. Jackson.

No. 52—Announces the selection of certain officers of the Regular Navy and Naval Reserve on active duty for temporary promotion to the grades of captain and commander in the Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps; also announces the selection of Regular Navy women line officers to these grades, and selection of women officers in the Nurse Corps to the grade of lieutenant commander.

No. 53—States that a smart appearance is the hallmark of the proper

military man and directs all commands to give renewed attention to military dress and bearing.

No. 54—Navy Mutual Aid Association announces dropping of extra payment by submarine personnel for "hazardous duty" provisions in their policy.

No. 55—Announces the temporary promotion to the grade of captain of 60 officers in the Medical Corps and one officer of the Medical Service Corps.

No. 56 — Announces the temporary promotion to the grade of commander of 33 officers of the Medical Corps, 76 officers of the Medical Service Corps and 16 officers of the Nurse Corps.

BuPers Instructions

No. 1111.2B—describes procedure for administering examinations for NROTC to Navy and Marine Corps personnel.

No. 1120.12C—Summarizes all current provisions for augmentation to the Regular Navy of Naval Reserve officers, temporary Regular Navy officers.

No. 1120.23—Announces the policy regarding Naval Reserve officers desiring appointment in the Medical Service Corps, Naval Reserve.

No. 1133.1B—Summarizes reenlistment provisions, voluntary extension of enlistment and monetary benefits for all classes of Regular Navy and Naval Reserve enlisted personnel on active duty.

No. 1133.3A—Suggests that all officers and petty officers encourage the reenlistment of persons qualified and recommended for another enlistment.

No. 1320.1C—Gives administrative details concerning the issuing of travel orders to Navy enlisted personnel.

No. 1326.1A—Establishes a uniform procedure for the administration of temporary flight orders for Navy enlisted personnel.

No. 1520.6D—Publishes the list of officers selected for the January 1955 class at the Submarine School, New London, Conn., and gives information on qualifications required of officers who desire to submit applications in the future.

No. 1626.13—States the grounds for clemency by a convening authority reviewing the record of a trial of an enlisted man wherein a punitive discharge has been recommended.

No. 1640.3—Makes a number of changes relating to handling of naval courts-martial prisoners.

No. 1710.1B—Establishes rules and policies governing the conduct of the Navy Sports Program.

No. 1710.2—Gives instructions for selection and participation of Navy-men in international sports competitions.

No. 1801.2A—Gives a summary of laws and regulations governing normal retirement (other than disability) of commissioned and warrant officers of the Navy.

No. 5430.1—Announces the establishment of an office of Military Personnel Security in the Bureau of Naval Personnel.

No. 5521.2A—Revises instructions outlining the procedure for continuing at an accelerated pace the program of processing National Agency security checks on all naval officers on active duty.

BuPers Notices

NOTE: This includes important notices not previously reported because of space limitations.

No. 1030 (27 Aug 1954)—Gives a revised table of amounts paid as Initial Uniform Allowance to officers and officer candidates when they first enter the naval service.

No. 1050 (2 Sep 1954)—Granted authority to give regular authorized leave to naval personnel who wished to attend the national convention of the Fleet Reserve Association in October.

No. 1120 (2 Sep 1954)—Invites applications from qualified and permanently commissioned unrestricted line officers of the Regular Navy not above the grade of lieutenant commander for designation for Special



"... and no more of that Santa Claus and 8 tiny reindeer passing across the moon routine."

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

1. (a) Tompion (pronounced "tompkin").
2. (b) To keep out dirt and spray.
3. (a) F7U-3 Cutlass.
4. (c) VF — Fighter Squadron.
- 5: (b) Submarine.
6. (c) Streamlined fleet-type submarine (with snorkel).

Duty, Law (Code 1620).

No. 1400 (3 Sep 1954)—Informs the service that Congress in Public Law 407 authorized affirmation of a number of officers in their temporary grade and that future promotions to lieutenant commander and lieutenant will be made once more under the basic Officer Personnel Act of 1947.

No. 1418 (3 Sep 1954)—Gives the schedule, list of rates excluded, change-in-rating information and new multiple computation system to be used in servicewide competitive exams for advancement in rating this year.

No. 1551 (8 Sep 1954)—Withdraws from publication the Training Aids Catalog, citing other channels for obtaining the required information.

No. 1910 (10 Sep 1954)—Gives additional details on BuPers Instruction 1910.5B (Change One) which gives the early release schedule for naval enlisted personnel. This notice refers to the effect of the prior directive on citizens of the Republic of the Philippines and on former NavCads and OCS students who are serving on active duty in an enlisted status.

No. 1120 (14 Sep 1954)—Lists the names of 28 hospital corpsmen recommended for appointment to the permanent grade of ensign in the Medical Service Corps (Administration and Supply) of the Regular Navy.

No. 1080 (17 Sep 1954)—Warns cognizant personnel of frequent errors and omissions in the preparation of enlisted personnel diaries and directs compliance with existing instructions.

No. 1085 (22 Sep 1954)—Requests commanding officers to give special attention to accuracy and completeness of service record pages and vouchers on pay and allowances.

No. 1030 (27 Sep 1954)—Advise commands concerning procedure designed to tighten up on duplication of commuted and leave ration credit.

No. 1020 (27 Sep 1954)—Authorizes the use of lighter weight material for officers' overcoats and also authorizes its wear in lieu of dark blue raincoat.

No. 1520 (12 Oct 1954)—Makes a change in BuPers Inst. 1520.38 relating to semesters of study at a college under the Naval Aviator's

College Program.

No. 5060 (12 Oct 1954)—Reissues unchanged the policy regarding performance of the National Anthem and

Hallmark of Smart Navyman

One of the greatest believers in the old adage, "A taut ship is a happy ship," recently took time out from a man-killing schedule, sat down at his desk and wrote a personal message to every man in the Navy.

The message came out in the form of an Alnav and was written by Admiral Robert B. Carney, USN, Chief of Naval Operations. It was beamed not only to commanding officers but seamen, petty officers and junior officers throughout the naval service. It read:

ALNAV 53. THE FOLLOWING INSTRUCTIONS EMANATE FROM THE CHIEF OF NAVAL OPERATIONS AND ARE DIRECTED TO ALL NAVAL COMMANDS AFLOAT AND ASHORE FOR COMMAND ATTENTION. MILITARY SMARTNESS IS AN IMPORTANT FACTOR IN THE EXERCISE OF COMMAND AND IN THE FIELD OF PUBLIC RELATIONS. IN THE MILITARY SENSE IT IS A FACET OF LEADERSHIP BY PRECEPT AND IT IS A COMMAND RESPONSIBILITY TO INSURE THAT SUBORDINATES MEET THE REQUIRED STANDARDS. THE STANDARDS OF SMART APPEARANCE AND MILITARY BEARING DO NOT PERMIT OF IMPROPER WEARING OF THE UNIFORM, WORN-OUT OR TARNISHED UNIFORM EQUIPMENT AND UNMILITARY ATTITUDES ON PUBLIC THOROUGHFARES AND IN PUBLIC PLACES.

LESS EASY TO DEFINE ARE THE QUALITIES OF POSTURE, ALERTNESS, MILITARY COURTESY AND GENTLEMANLY BEHAVIOR. NEVERTHELESS, THEY ARE PART OF THE HALLMARK OF THE PROPER MILITARY MAN.

THE CHIEF OF NAVAL OPERATIONS CONSIDERS THAT THESE ARE MATTERS FOR COMMAND ATTENTION ON THE PART OF ALL IN AUTHORITY, BOTH OFFICERS AND ENLISTED MEN AND THEREFORE DIRECTS THAT ALL NAVAL COMMANDS, AFLOAT AND ASHORE, ADDRESS THEMSELVES TO THE OBSERVANCE OF THESE PRINCIPLES AND STANDARDS BY ALL NAVAL PERSONNEL.

"Hail to the Chief" by service bands.

No. 5521 (20 Oct 1954)—States that any active duty officers who have not signed a Loyalty Certificate (DD Form 98) shall do so.

No. 1120 (21 Oct 1954)—Reduces the required minimum score on the Officer Qualification Test for selection of enlisted men from the Fleet for Officer Candidate School.

No. 1210 (26 Oct 1954)—Invites applications from unrestricted line officers of the Regular Navy, not above the grade of lieutenant commander, for transfer to the Supply Corps.

Certain Temporary Officers Are Eligible for Further Promotion

Lieutenant commanders and lieutenants temporarily appointed during fiscal years 1951-1954 may now be considered for further promotion, as a result of legislation enacted by the 83rd Congress authorizing the President to affirm these appointments under permanent law.

Previously, officers appointed to these grades during this period could not be considered for further promotion under the Officer Personnel Act of 1947.

The new law Public Law 407, authorizes "affirmation" (under provisions of the Officer Personnel Act of 1947) of all temporary appointments to LCDR or LT accepted between 1 Jul 1951 and 17 Jun 1955, if the officers concerned are on active duty. These promotions were made under provisions of the 1941 Act, which allowed temporary appointments in a time of national emergency. That law's provisions were suspended after World War II, but were again invoked for LCDR and LT selection boards convened during the 1951-54 period.

Use of the temporary appointment act to effect promotions to the two grades has again been suspended and current selection boards are being convened under provisions of the Officer Personnel Act of 1947. However, officers who have been selected for promotion, but have not received and acknowledged their appointments, may continue to be appointed under the temporary act, and it is expected that all such appointments will be affirmed, if delivered and acknowledged before 17 Jun 1955, when the affirmation authority expires.

Per Diem Allowance Listed for Navymen at Overseas Stations

IN response to a steady stream of letters and calls to ALL HANDS requesting information on per diem allowances at overseas duty stations, the following charts, based on information in Joint Travel Regulations, Change 26, have been prepared.

The first chart shows station per diem allowances for personnel permanently assigned to duty at any naval activity in any of the countries or localities shown. These allowances are payable to personnel without dependents when government quarters

and/or messing facilities are not available, and to personnel with dependents residing at or in the vicinity of their permanent duty stations when government quarters and/or messing facilities are not available for utilization by their dependents. Generally these allowances are in addition to any other basic allowances for subsistence and quarters to which a member may be entitled.

It should be remembered that the figures given here are subject to periodic change, either going up or

down depending upon living costs in the country at the time.

Where "none" is indicated it usually means that the cost of living in the country is less for the category of personnel shown than it is in the U. S. for the same category.

The second chart giving the overseas travel per diem allowances is also subject to change. When ordered to either overseas duty or temporary duty it is advisable to check Joint Travel Regulations for the up-to-the-minute figures.

OVERSEAS STATION PER DIEM ALLOWANCES	WITHOUT DEPENDENTS				WITH DEPENDENTS			
	Enlisted		Officer		Enlisted		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
Country or locality								
For all countries or places outside continental United States not listed in this table	None	None	None	None	None	None	None	None
Afghanistan	None	None	\$0.70	None	\$2.90	None	\$2.90	None
Alaska	\$1.15	\$0.90	1.20	\$1.60	1.35	\$1.75	1.35	\$2.00
Algeria	None	None	None	None	None	None	2.70	3.35
Argentina	.70	.80	.75	1.40	.85	1.50	1.15	1.70
Bahama Islands, B.W.I. (only the following):								
Eleuthera Island	2.30	None	2.30	None	2.30	None	2.30	None
Nassau, New Providence Island	4.25	2.55	5.15	4.50	4.80	4.15	6.55	5.70
Bohrain Island, Persian Gulf	1.50	1.50	1.60	2.65	1.75	2.85	2.40	3.25
Belgium	1.25	.60	1.90	.80	2.95	1.25	2.95	1.95
Bermuda	None	None	None	None	1.00	.50	1.00	.50
Bolivia	.80	None	1.00	None	.90	None	1.25	None
Brazil (except the following)	.75	.35	.80	.60	.90	.65	1.20	.75
Porto Alegre	1.50	.70	1.60	1.20	1.75	1.30	2.40	1.50
Recife	1.30	1.15	1.35	2.05	1.50	2.25	2.05	2.55
Rio de Janeiro:								
Accredited Mission Personnel:								
U.S. Military Mission (Army, Navy, and Air Force Sections)	.15	.15	.40	.55	.60	.80	.85	1.20
U.S. Naval Mission	.05	.05	.25	.35	.50	.70	.70	1.00
Other personnel	1.45	1.40	1.80	2.50	1.65	2.30	2.25	3.15
Sao Paulo	1.15	1.85	2.15	3.30	1.95	3.05	2.70	4.20
Bulgaria	1.50	1.85	1.60	3.25	1.75	3.50	2.40	4.00
Burmo (except the following)	1.50	.35	1.60	.60	1.75	.65	2.40	.75
Rangoon	3.20	.35	3.85	.60	3.60	.55	4.90	.80
Canada (except the following)	.25	.35	.30	.60	.25	.55	.35	.75
Fort Churchill	1.05	.35	1.30	.60	1.20	.55	1.65	.75
Newfoundland (except St. John's)	None	None	None	None	.55	None	.75	None
St. John's	None	None	None	None	.55	.70	.75	.95
Canton Island	2.25	1.15	2.35	2.00	2.65	2.20	3.60	2.50
Ceylon	2.45	.55	3.00	.95	2.75	.90	3.80	1.20
Chile	None	None	None	None	None	None	None	None
China	3.75	1.40	3.95	2.45	4.40	2.65	6.00	3.00
Colombia (including Bogota):								
Accredited Mission Personnel	None	None	None	None	.75	1.05	.75	.95
Other personnel	2.40	2.05	2.50	3.60	2.80	3.90	3.80	4.45
Costo Rico	2.00	.25	2.15	.45	2.40	.50	2.40	.50
Cuba (except the following)	.40	None	.45	None	.45	None	.60	None
Havana:								
Accredited Mission Personnel	None	None	None	None	.55	.25	.90	.40
Other personnel	3.60	1.10	4.40	1.95	4.05	1.80	5.55	2.45

OVERSEAS STATION PER DIEM ALLOWANCES

WITHOUT
DEPENDENTSWITH
DEPENDENTS

Country or locality	Enlisted		Officer		Enlisted		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
Cyprus .....	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Czechoslovakia	3.00	2.65	3.15	4.65	3.55	5.05	4.80	5.75
Denmark	1.40	None	1.75	None	1.60	.40	2.20	1.20
Dominican Republic	3.00	1.85	3.15	3.25	3.50	3.50	4.75	4.00
Ecuador:								
Accredited Mission Personnel	None	None	None	None	None	None	None	None
Other personnel	1.20	.45	1.25	.75	1.40	.85	1.90	.95
Egypt (including Cairo)	2.35	.45	2.90	.80	\$2.65	\$0.75	\$3.65	\$1.00
El Salvador:								
Accredited Mission Personnel	None	None	None	None	.75	.45	1.15	.65
Other personnel	1.05	.70	1.10	1.20	3.45	2.05	4.70	2.80
Eritreo .....	.90	None	.90	None	1.05	None	1.40	None
Ethiopia	3.40	2.10	4.10	3.75	3.80	3.45	5.20	4.75
Finland .....	.80	.60	.95	1.10	.90	1.00	1.20	1.35
Formosa	1.00	None	1.00	None	2.10	.55	2.85	.75
France (except the following) .....	.85	.35	.85	.65	2.25	.60	3.00	.80
Boulogne-sur-Seine	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Fontainebleau	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Marly (including SHAPE headquarters and Camp des Loges)	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Marseille .....	.85	.35	2.55	1.65	2.25	.60	3.00	.80
Orly Field	1.90	.70	2.00	1.25 ¹	2.25	2.15	3.00	3.10
Paris	1.90	.70	2.00	1.25 ¹	2.25	2.15	3.00	3.10
Suresnes	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Versailles	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Gold Coast	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Great Britain (including Northern Ireland) except: London .....	.70	None	.85	None	.75	.30	1.05	.40
Wycombe Abbey RAF Station (Deleted)	1.15	1.15	1.40	2.00	1.30	1.85	1.80	2.55
Greece (including Athens)	1.15	.60	1.40	1.05	1.30	1.00	1.80	1.35
Guadalcanal Island	2.25	1.15	2.35	2.00	2.65	2.20	3.60	2.50
Guatemala	1.00	.40	1.50	.70	2.05	.65	2.80	.90
Haiti	1.35	.85	1.40	1.50	1.60	1.40	2.15	1.90
Honduras	1.75	.30	1.80	.55	2.05	.50	2.75	.70
Hong Kong, B. C. C.	1.70	2.20	2.05	3.90	1.90	3.60	2.60	4.95
Hungary	1.25	None	1.30	None	1.45	None	1.95	None
Iceland (except the following)	None	None	None	None	None	None	None	None
Reykjavik .....	.85	None	None	None	None	None	None	None
India	1.05	.20	1.25	.35	1.70	.90	2.30	1.20
Indo-Chinese Federation (Viet-Nam only)	1.80	3.40	1.25	6.05	5.70	5.60	7.80	7.60
Indonesia	1.50	.70	1.60	1.20	1.75	1.30	2.40	1.50
Iran	2.65	1.55	2.75	2.70	3.10	2.95	4.20	3.35
Iraq	2.50	1.25	2.65	2.25	4.00	2.05	4.00	2.80
Irish Free State .....	.70	.25	.85	.50	.80	.45	1.10	.60
Israel	2.90	2.55	3.55	4.50	3.30	4.15	4.50	5.70
Italy (except the following) .....	.75	.45	.80	.80	.90	.90	1.20	1.00
Florence	1.55	1.05	1.85	1.80	1.70	1.70	2.35	2.30
Leghorn and Pisa	1.15	None	1.40	None	1.30	None	1.80	None
Milon	3.20	1.05	3.35	1.85	3.75	2.00	5.00	2.30
Naples	1.55	None	1.90	None	1.75	1.50	2.40	2.05
Rome and Torino	2.05	.55	2.15	1.00	2.65	1.15	3.65	2.80
Verona	2.05	.70	2.15	1.20	2.40	1.30	3.25	1.50
Jordan	1.95	1.40	2.35	2.50	2.20	2.30	3.00	3.15
Lebanon	1.60	.60	1.65	1.05	1.85	1.15	2.50	1.30
Liberia (except the following) .....	.75	.45	.80	.80	.90	.90	1.20	1.00
Monrovia	3.00	.80	3.15	1.40	3.50	1.55	4.75	1.75
Libya	1.35	None	1.40	None	1.60	None	2.15	None
Luxembourg .....	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Malayan Union (except the following)	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Singapore	2.25	1.85	2.35	3.25	2.65	3.50	3.60	4.00

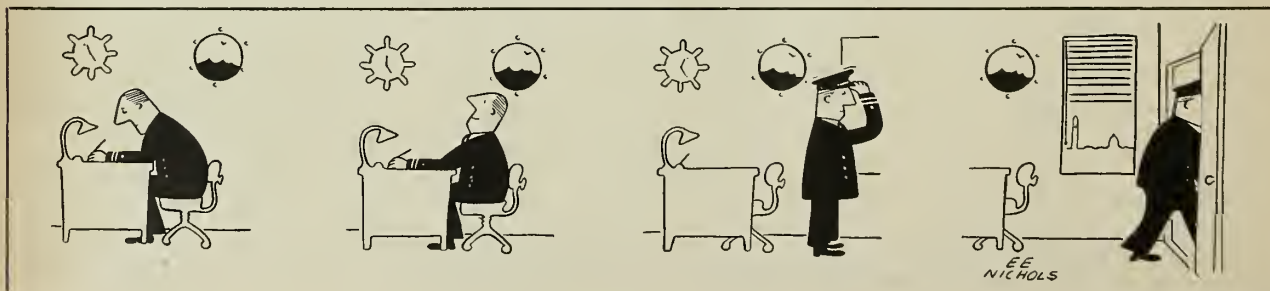
¹No overseas station per diem allowances are payable to members residing in "SHAPE VILLAGE," "SHAPE Bachelor Officers' Quarters," "Fontainebleau Village Apartments," or "Fontainebleau International Bachelor Officers' Quarters."

OVERSEAS STATION PER DIEM ALLOWANCES

WITHOUT DEPENDENTS

WITH DEPENDENTS

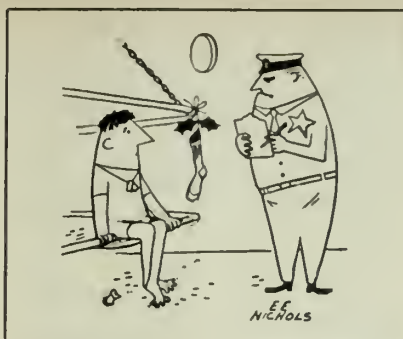
Country or locality	Enlisted		Officer		Enlisted		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
Malta	None	None	None	None	1.00	None	1.00	None
Mexico	1.45	None	1.70	None	1.65	None	2.25	None
Morocco (French) (except the following)	1.70	.35	2.05	.60	1.90	.55	2.60	.75
Casablanca, Nouasseur, Rabat, Sale, Marrakech, Benguerir	1.70	.85	2.05	.85	1.90	1.00	2.60	1.10
Morocco (Spanish, including Tangiers)	2.50	.95	2.65	1.70	2.95	1.85	4.00	2.10
Netherlands	1.80	.25	2.15	.25	2.00	.25	2.75	.25
Netherlands West Indies (only the following):								
Aruba	2.50	None	2.65	None	2.95	None	4.00	None
Curacao	3.50	1.00	3.75	1.75	3.45	1.60	4.75	2.20
Nicaragua	1.45	.85	1.80	1.45	1.65	1.35	2.25	1.85
Nigeria	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Norway	1.85	.40	2.25	.70	2.10	.65	2.85	.90
Pakistan	1.65	.80	1.75	1.40	1.95	1.50	2.65	1.70
Palestine	3.75	1.85	3.95	3.25	4.40	3.50	6.00	4.00
Panama (Aguadulce on'y) .....	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Paraguay	1.05	.60	1.10	1.00	1.20	1.10	1.65	1.25
Peru	1.40	.40	1.45	.70	1.65	.75	2.20	.85
Philippines (except the following)	1.30	None	1.60	None	1.45	None	2.00	None
Rizal Province (including Manila)	1.75	1.15	1.90	2.00	2.20	1.85	3.00	2.50
Poland	2.75	.70	2.90	1.20	3.20	1.30	4.40	1.50
Portugal (Lisbon only)	1.00	None	1.20	None	2.30	None	2.30	1.55
Puerto Rico	1.05	None	1.10	None	1.20	None	1.65	None
Rumania	3.75	1.40	3.95	2.45	4.40	2.65	6.00	7.00
Saudi Arabia:								
Accredited Mission Personnel:					1.65	None	2.25	None
Al Kharj	4.00	None	4.00	None				
Riyadh	4.00	None	4.00	None				
Other localities	1.45	None	1.80	None				
Other Personnel	1.45	.80	1.80	1.40	1.65	1.55	2.25	1.75
Sierra Leone	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Spain (Madrid only)	1.15	1.00	1.30	1.65	1.40	1.80	1.80	2.25
Surinam .....	.75	.35	.80	.60	.90	.65	1.20	.75
Sweden	1.05	.40	1.25	.70	1.15	.65	1.60	.90
Switzerland	2.75	1.40	2.90	2.45	3.20	2.65	4.40	3.00
Syria	2.25	.30	2.75	.55	2.50	.50	3.45	.70
Tahiti (French Oceania)	1.90	None	2.00	None	2.20	None	3.00	None
Thailand (except the following)	1.45	2.25	1.45	3.90	2.45	3.60	3.35	4.95
Accredited Mission Personnel	1.45	.45	1.45	None	2.45	.65	3.35	.65
Trieste	1.05	None	1.25	None	1.15	None	1.60	None
Trinidad, B. W. I.	None	None	None	None	None	None	None	None
Tunisia .....	.75	.45	.80	.80	.90	.90	1.20	1.00
Turkey	1.50	.80	1.80	1.40	2.90	2.10	3.95	2.90
Union of South Africa	2.10	.45	2.55	.75	2.35	.70	3.25	.95
Union of Soviet Socialist Republics	9.45	4.60	9.90	8.10	11.05	8.80	15.00	10.00
Uruguay	1.80	1.25	2.15	2.15	2.00	2.00	2.75	2.75
Venezuela:								
Accredited Mission Personnel .....	.35	1.15	.60	1.20	5.90	2.75	8.55	2.45
Other personnel	4.75	3.05	4.95	5.25	9.05	5.90	12.95	6.45
Virgin Islands of the U. S.	1.05	None	1.10	None	1.20	None	1.65	None
Yugoslavia	2.25	None	2.75	None	2.50	None	3.45	None



List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y. is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in September.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and over-



"Christmas Eve or no Christmas Eve, it's still geor odrift!"

seas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of

profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Kitty Foyle (139) (Re-issue): Drama; Ginger Rogers, Dennis Morgan.

Magnificent Obsession (140) (T): Romantic Drama; Rock Hudson, Jane Wyman, Agnes Moorehead, Barbara Rush, Otto Kruger.

Genevieve (141) (T): British Comedy; Dinah Sheridan, John Gregson.

The Desperado (142): Western; Wayne Morris, James Lydon.

How Green Was My Valley (143) (Re-issue): Drama; Walter Pidgeon,

Table of Per Diem Allowances When Authorized for Overseas Travel

OVERSEAS TRAVEL PER DIEM ALLOWANCES

For all countries or places outside continental United States not listed in this table		\$ 9.00
Alaska		11.00
Algeria		12.00
Argentina		11.00
Austria (except the following)		5.00
Innsbruck		9.00
Vienna		7.00
Bahama Islands, B.W.I. (only the following):		
Nassau, New Providence Island		14.00
Belgium		12.00
Brazil		12.00
Bulgaria		11.00
Burma (Rangoon only)		10.00
Canada		11.00
Canton Island		12.00
China (including Hong Kong)		12.00
Colombia		14.00
Costa Rica		11.00
Cuba (Havana only)		15.00
Czechoslovakia		14.00
Denmark		10.00
Dominican Republic		15.00
Ecuador		11.00
Egypt (including Cairo)		11.00
El Salvador		10.00
Finland		10.00
Farmasa (except the following)		5.00
Taipei		9.00
France (except the following):		12.00
Boulogne-sur-Seine		14.00
Faret de St. Germain		14.00
Marly (including Camp des Loges)		14.00
Orly Field		14.00
Paris		14.00
Rueil Malmaison		14.00
Suresnes		14.00
Versailles		14.00
French West Africa:		
Senegal		17.00
Other		14.00
French West Indies (Guadeloupe only) ..		11.00
Germany ..		5.00
Great Britain (London only)		12.00
Greece (except the following)		7.00

OVERSEAS TRAVEL PER DIEM ALLOWANCES

Athens	9.00
Guatemala	11.00
Haiti	11.00
Iceland	9.00
Indo-Chinese Federation	16.00
Iran	10.00
Iraq	10.00
Israel	13.00
Italy (only the following):	
Florence	11.00
Milan and Naples	13.00
Rome	14.00
Jamaica, B.W.I.	12.00
Jordan	13.00
Korea	None
Lebanon	10.00
Liberia (Monrovia only)	10.00
Morocco (French) (except the following)	11.00
Casablanca	13.00
Morocco (Spanish including Tangiers)	11.00
Netherlands	10.00
Netherlands West Indies	13.00
Norway	10.00
Palestine	13.00
Peru	10.00
Philippines (except the following)	10.00
Rizal Province (including Manila)	15.00
Poland	11.00
Portugal (Lisbon only)	12.00
Puerto Rico	11.00
Rumania	28.00
Saudi Arabia	13.00
Singapore	13.00
Spain (Madrid only)	10.00
Sweden	10.00
Switzerland	12.00
Syria	10.00
Thailand	11.00
Turkey (except the following)	8.00
Istanbul, Iskenderun, Ismir, and Ankara	12.00
Union of Soviet Socialist Republics	30.00
Uruguay	14.00
Venezuela	20.00
Virgin Islands of U. S.	11.00
Yugoslavia	11.00

Maurcen O'Hara.

The Golden Mask (144) (T): Adventure Drama; Van Heflin, Wanda Hendrix.

The Lavender Hill Mob (145): British Crime Comedy-Drama; Alec Guinness, Stanley Holloway.

Adventures of Robinson Crusoe (146) (T): Adventure Drama; Dan O'Herlihy, James Fernandez.

The Silver Lode (147) (T): Western; Elizabeth Scott, John Payne, Dan Duryea.

Desperate Moment (148): British Melodrama; Mai Zetterling, Dirk Bogarde.

On The Waterfront (149): Crime

Drama; Marlon Brando, Eva Marie Saint.

Men of the Fighting Lady (150) (T): War Drama; Dewey Martin, Van Johnson, Walter Pidgeon, Louis Calhern.

Black Horse Canyon (151) (T): Western; Joel McCrea, Mari Blanchard.

Sins of Rome (152): Historic Drama; Massimo Girotti, Ludmilla Tcherina.

The Man in the White Suit (153): British Comedy; Alec Guinness, Joan Greenwood.

Captain Kidd and the Slave Girl (154) (T): Adventure Drama; An-

thony Dexter, Eva Gabor, Alan Hale, Jr.

Pushover (155): Police Drama; Fred MacMurray, Kim Novak, Phil Carey.

The Big Steal (156) (Re-issue): Melodrama; Robert Mitchum, Jane Greer.

Tobor The Great (157): Science Fiction; Charles Drake, Karin Booth.

Gorilla At Large (158) (T): Murder Drama; Cameron Mitchell, Anne Bancroft, Lee J. Cobb.

Return From The Sea (159): Sea Adventure; Jan Sterling, Neville Brand.

Adam and Evalyn (160): Drama; Stewart Granger, Jean Simmons.

Living It Up (161) (T): Comedy; Dean Martin, Jerry Lewis, Janet Leigh.

The Promoter (162) (Re-issue): Comedy; Alec Guinness, Valerie Hobson.

Tight Little Island (163) (Re-issue): Comedy Melodrama; Basil Raford, Joan Greenwood.

Sabrina (164): Romantic Drama; Audrey Hepburn, Humphrey Bogart, William Holden.

Security Risk (165): Melodrama; Dorothy Malone, John Ireland.

Roogie's Bump (166): Baseball Comedy; Ruth Warrick, Robert Marriot, Roy Campanella.

A Bullet Is Waiting (167) (T): Drama; Jean Simmons, Rory Calhoun, Brian Aherne.

Dawn At Socorro (168) (T): Western; Rory Calhoun, Piper Laurie.

Southwest Passage (169) (T): Western; Joanne Dru, Rod Cameron, John Ireland.

WAY BACK WHEN

First West Coast Base

At the mouth of the Napa River on California's beautiful San Pablo Bay, north of San Francisco, lies the first and oldest U. S. Naval Base on the Pacific Coast—Mare Island.

According to the legend, the name "Mare Island" goes back to a Mexican General named Vallejo who commanded most of the area around the Napa River in the early days of California. One day when Vallejo was shipping some livestock up the river to the town of Benicia, a sudden squall upset his makeshift raft of whale-oil barrels and moldy sails and his livestock were forced to swim for their lives. Among the horses dunked in the swift waters was a white mare much prized by the general. Being a horse with an above average GCT, the white mare swam to a nearby island where Vallejo rescued her a few days later. He was so glad to have the horse back again that he named the island "La Isla de la Yegua," or "Mare Island."

The naval history of Mare Island goes back to 1851 when plans were drawn up and Congress first appropriated funds for a floating drydock to be located on the West Coast. The following year Congress authorized the location of Mare Island and in 1853 the tract was purchased by the U.S. Navy for \$83,491 from the son-in-law of General Vallejo. Today the acres of buildings and maze of equipment on Mare Island are valued at \$135,000,000.

Commander (later Rear Admiral) David G. Farragut, USN, took first command of Mare Island on 16 Sep 1854. In the century that followed, M.I. has built nearly 500 ships for the U.S. Navy, repaired and refitted thousands more and served the Pacific Fleet through five wars.

Many "firsts" are connected with the shipyard. The first navy oil tanker, USS Kanawha, was built there. The yard con-

verted the Navy's first oil-burning vessel, the monitor Cheyenne, from a coal burner. It built the first aircraft landing deck on the battleship USS Pennsylvania in 1911. It pioneered in naval radio communications with the first station on the Pacific Coast. During World War I Mare Island's radio technicians helped to build a station in Bordeaux, France, another in Vladivostok, Siberia.

The first naval hospital on the West Coast was built at Mare Island; also the first naval ammunition depot, the first Marine barracks and the first Navy chapel.



The 371-foot submarine USS Nautilus built in 1927, was the largest undersea craft ever launched and the predecessor in name of the first atomic-powered sub. Today Mare Island is the only submarine building yard in the Pacific (except for Vladivostok). It also built the Collier Jupiter, the Navy's first electrically-driven ship, destined later to become its first aircraft carrier under the name of USS Langley. The destroyer USS Ward, launched at Mare Island 17 days after her keel was laid in 1918, represents a shipbuilding speed record never since equaled.

Training at Submarine School Open to LTJGs and Ensigns

A Submarine School class for officers will convene the first week in July 1955 and applications from eligible LTJGs and ensigns must be submitted to BuPers not later than 1 Mar 1955.

Officers eligible under the provisions established in BuPers Inst. 1520.6D are LTJGs whose date of rank is 1 Jun 1953 or later or ensigns whose date of rank is prior to 1 July 1954.

Other requirements are that an officer must:

(1) Have completed at least one year of active commissioned service

as of 1 Jul 1955.

(2) Be physically qualified for submarine duty as established in the *Manual of the Medical Department*, Article 15-29.

(3) Execute a signed agreement not to resign or to be released from active duty during the course at the Submarine School and for a period of at least one year after reporting to his first submarine for duty.

(4) Be qualified to stand OOD watches underway before reporting to the Submarine School.

Final selection will depend upon the quality of the officer's fitness report record and educational background.

OCS Program Reduces Certain Eligibility Requirements for Enlisted Applicants

The Navy's program for in-service officer procurement by selection of qualified enlisted men for Officer Candidate School indoctrination and appointment to commissioned rank in certain line and staff positions has been broadened by changes to BuPers Inst. 1120.11A.

As announced earlier in BuPers Notice 1120 of 21 Oct 1954, the two major changes are:

- The minimum Navy Standard Score on the Officer Qualification Test has been changed from 50 to 40 for applicants processed by a U.S. Naval Training Center; and,

- Eligibility to apply for appointment under Inst. 1120.11A is now based on a GCT score of 63 for college graduates who have not had the Officer Qualification Test. Formerly a combined GCT, MECH and ARI score of 195 was required for eligibility.

Applicants for appointment in the rank of ensign must be graduates of an accredited college or university with a baccalaureate degree.



"Hey Joe—you sure this is the ship?"

Wilbur and Orville Should See The Airplane Now

Here's the inside story of current and possible future developments in naval aviation as ascertained by certain authorities in the field and reported by the associate editor of AirPac Bulletin who submitted his account in invisible ink. If you don't believe a word of it, you'll show good judgment. — Ed.

Stand by for a ram. There's bad news tonight for all the aviation rates, for, after a long and serious study of the situation, it has been determined that the airplane is doomed and on its way out.

What, you don't believe that statement? Stay with us, a few more paragraphs, then see what you think.

There aren't too many people still in the Navy who can remember the days when Wilbur and Orville Wright first took off the ground on their tremendous flight, way back on 17 Dec. 1903. That flight was measured out in feet, but history recorded the event in detail, and the plane itself is preserved so we know what it looked like. It was composed of a couple of wings, a pair of stabilizers, a vertical fin, struts, wires, a semblance of a fuselage and cockpit, an engine, a propeller, landing gear, and of course the pilot.

Ever since that day planes have dwindled. Engineers kept coming up with new ideas to eliminate this and that. First they threw out the struts and wires as they strengthened construction. The elevators and one wing went the same way.

By the time they had gone that far they had a nice, trim looking

job that could fly faster and farther. But they still hadn't satisfied their longing to do away with things. At one blow they did away with the remaining stabilizer and the fuselage to build a "flying wing." Even the apparently necessary wing and equally important fin didn't have a chance when the helicopter was born.

Propellers were the next to go with the dawning of the jet age, and what was left? A landing gear, an engine, a cockpit and of course the pilot.

Actually the jet did away with the engine and left nothing but a hole which the air rushes through. The cockpit was left because it had to carry the pilot. It didn't take them long to do away with that problem. Now a radio-controlled aircraft can be flown from the ground. As a result neither the cockpit nor the fuselage is important any longer. That leaves only the wheels.

A recent announcement told of experiments made with wheelless airplanes which will land on cushioned carrier decks, called the "flex-deck." Wheel haters believe that the absence of landing gear will allow the construction of lighter and speedier aircraft. Without the wheels, the cockpit, fuselage, wings, tail fin or any other resemblance to a plane, they should be lighter. In fact they should be downright invisible.

So you can kiss those flight skins goodbye.

—Bob Jackson, JO2, ComAirPac.

Those may also qualify who have attended college less than four years, provided they have received a baccalaureate degree and have completed a minimum of 120 hours of college work or its equivalent.

Applicants under this program must be at least 19 and under 27 years of age.

Applicants for a particular Restricted Line specialty who have reached their 27th but not their 33rd birthday may be selected for appointment to lieutenant (junior grade). However, such candidates must possess a master's degree or

doctorate, or have five years' professional experience in a field considered to be of special value to the Navy.

Successful candidates under the program may be appointed to commissioned grade in the Line, Supply Corps and Civil Engineer Corps. Those receiving commissions will be required to serve on active duty for a period not to exceed three years from date of acceptance of appointment and to retain commissioned status in the Naval Reserve for eight years following the date of their appointment.

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ BROWN, Dale W., HN, USN, serving with a Marine Infantry Battalion in Korea on 18 Apr 1953. Participating as a member of a combat patrol operating far in advance of the main line of resistance when his unit was ambushed by a numerically superior hostile force, Brown vigorously defended his wounded comrades. When the section of the patrol in his vicinity was subjected to a shower of concussion, fragmentation and anti-tank grenades, he quickly located the deadly missiles landing near the wounded and in spite of total darkness hurled them back. Seriously wounded when one of the grenades exploded, he feigned death while the enemy overran the position. The enemy picked him up, then tossed him aside for dead. Although in a critical condition and unable to render first aid to other casualties after a rescue party came upon the stricken patrol, Brown calmly instructed the rescue group in administering medical treatment to the others and himself and in directing the evacuation of his wounded comrades before allowing himself to be evacuated.

★ POPE, Charles E., HM3, USN (posthumously), attached to a Marine rifle company in Korea on 22 Feb 1953. Serving as a member of a combat patrol operating well in advance of the main line of resistance when his unit was subjected to intense enemy mortar and artillery barrage, Pope traversed the entire area in the face of the heavy fire to administer first aid to his stricken comrades. Although painfully wounded during the initial stages of the enemy bombardment, he voluntarily remained in an unprotected position and continued to render medical assistance to other casualties. While moving forward to aid a wounded Marine, he collapsed from loss of blood and shortly after succumbed to his wounds.

★ SMITH, Billy D., HN, USN (posthumously), serving with a Marine infantry company in Korea from 11 to 13 Jul 1953. With a vital outpost far forward of the main line of resistance under constant enemy mortar and artillery fire, Smith volunteered to relieve the corpsman assigned to the outpost and continuously exposed himself to deadly

hostile fire throughout an exhausting two-day period in order to administer first aid to wounded Marines and direct their evacuation. When the enemy launched a mortar and artillery barrage upon the outpost, he fearlessly proceeded forward to aid the wounded. Observing a casualty lying in a completely exposed area, he crawled through the deadly barrage of enemy fire which blanketed the entire area and attempted to cover the wounded Marine with his body in order to protect him from the intense fire. Mortally wounded while carrying out this action, Smith was directly responsible for saving the life of the wounded Marine.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ BORDELON, Guy P., LT, USN, serving in Fighter Squadron 152 on board USS *Princeton* (CVS 37) on 29 Jun 1953, encountered five enemy aircraft while flying combat air patrol. Immediately engaging two of the planes in combat, he pressed an attack despite their return fire and followed them at dangerously low altitude over mountainous terrain, until he had personally destroyed both enemy aircraft.

Gold star in lieu of second award:

★ BORDELON, Guy P., LT, USN. Two days after earning his first Silver Star (see above), LT Bordelon intercepted another flight of enemy planes in the vicinity of the Haeju Peninsula, and maneuvered his plane into an attack position on each of two hostile aircraft. He destroyed one of the planes, then pursued the second through heavy enemy antiaircraft fire, until he had destroyed it also.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

Gold star in lieu of second award:

★ MOORE, Walter E., RADM, USN, Commander Amphibious Group Western Pacific, Commander Amphibious Group One and Commander Task Force

90 from 29 Jan to 20 Nov 1953. Combat "V" authorized.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ ARMJO, Filimon, HN, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ BAER, Harold H., LCDR, CEC, USNR, for meritorious achievement in Korea from 6 Nov 1952 to 19 Aug 1953. Combat "V" authorized.

★ BERREY, Samuel B., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ BOON, Perry E., HMC, USN, for meritorious achievement in Korea from 6 Dec 1952 to 15 Nov 1953. Combat "V" authorized.

★ BOWDING, Fred Y., HM3, USN, for meritorious achievement in Korea from 5 Dec 1952 to 11 Apr 1953. Combat "V" authorized.

★ BRADY, Richard O., HM3, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ BRAYBROOK, William M., CDR, USNR, for meritorious achievement in Korea from 8 Apr to 27 Jul 1953. Combat "V" authorized.

★ CARLSON, Robert L., HM3, USN, for heroic achievement in Korea on 19 and 20 Mar 1953. Combat "V" authorized.

★ CARVER, William E., LCDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ CASTER, Gerald A., HM3, USN, for heroic achievement in Korea on 25 Jul 1953. Combat "V" authorized.

★ COLLINS, Earl G., CDR, USN, for meritorious achievement in Korea from 10 Jan to 2 Dec 1953. Combat "V" authorized.

★ COPPERSMITH, Jack B., HM3, USN, for heroic achievement in Korea on 25 Jul 1953. Combat "V" authorized.

★ CORBY, Thomas J., HA, USN, for heroic achievement in Korea on 15 Jul 1951. Combat "V" authorized.

★ CORNELISON, Ronald Jr., AB3, USN, for heroic achievement in Korea on 23 Jul 1953. Combat "V" authorized.

★ CORE, Arthur L., LT, MC, USNR, for meritorious achievement in Korea from 31 Mar to 15 Sep 1953. Combat "V" authorized.

★ CRUMLEY, Fred, HM3, USN, for heroic achievement in Korea on 25 Jul 1953. Combat "V" authorized.

★ DAVIES, Donald E., HM3, USN, for heroic achievement in Korea on 26 Jul 1953. Combat "V" authorized.

★ DAY, Wayne L., HM3, USN, for heroic achievement in Korea on 3 May 1953. Combat "V" authorized.

★ DEERE, Richard H., HM3, USN, for heroic achievement in Korea on 6 Apr 1953. Combat "V" authorized.

★ DUNCAN, George C., CDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ EDDY, James W., HM3, USN, for heroic achievement in Korea on 26 Jul 1953. Combat "V" authorized.

★ EPPERSON, John B., HM3, USN, for heroic achievement in Korea on 17 Sep 1950. Combat "V" authorized.

★ EPPS, William H., HN, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ FERGUSON, Joe E., HM3, USN, for heroic achievement in Korea on 25 and 26 Jul 1953. Combat "V" authorized.

★ FICHMAN, Herbert T., LCDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ FITZGERALD, George T., HM3, USN, for heroic achievement in Korea on 25 and 26 Jul 1953. Combat "V" authorized.

★ FODOR, Francis J., ADC, USN, for heroic service in Korea on 23 Jul 1953. Combat "V" authorized.

★ GATES, Robert N. Jr., HM3, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ GIACI, Ronald N., HM3, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ GLASS, Austin H., HM3, USN, for heroic achievement in Korea on 24 Jul 1953. Combat "V" authorized.

★ GREEN, Laurence D., LCDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ GRESSLER, Joseph W., HN, USN, for heroic achievement in Korea on 23 Apr 1951. Combat "V" authorized.

★ HASSELBACH, Russell, HM3, USN, for heroic achievement in Korea on 8 Feb 1953. Combat "V" authorized.

★ HIGBEE, Samuel J., HN, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ HOELZEL, Norman R., LT, MC, USNR, for meritorious achievement in Korea from 24 Jul 1953 to 26 Feb 1954. Combat "V" authorized.

★ HUGHES, Sidney P., HN, USN, for heroic achievement in Korea on 28 Mar 1953. Combat "V" authorized.

★ HUMPHREY, Duane R., HN, USNR, for heroic achievement in Korea on 23 and 24 Apr 1951. Combat "V" authorized.

★ JABLONOWSKY, James E., HN, USN, for heroic achievement in Korea on 23 Feb 1953. Combat "V" authorized.

★ JOACHIM, Paul L., CAPT, USN, for meritorious service in Korea from 8 Apr to 27 Jul 1953. Combat "V" authorized.

★ JOHNSON, Ace, LCDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ JONAS, Richard S., LTJG, MSC, USN, for meritorious achievement in Korea from 28 Feb 1953 to 23 Jan 1954. Combat "V" authorized.

★ LEE, Donald E., HM3, USN, for heroic achievement in Korea on 28 Mar 1953. Combat "V" authorized.

★ LINK, Everett M., CDR, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.

★ MARSHALL, William T., HN, USN, for heroic achievement in Korea on 23 Jul 1953. Combat "V" authorized.

★ McCULLY, Darrell J., HM3, USN, for heroic achievement in Korea on 26 Jul 1953. Combat "V" authorized.

★ McDOWELL, Burton C., HN, USN, for heroic achievement in Korea on 4 May 1953. Combat "V" authorized.

★ McKEAN, James L., HN, USN, for heroic achievement in Korea on 10 Mar 1953. Combat "V" authorized.

★ McLAUGHLIN, Bernard M., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ McCloud, Clifton L., HM3, USN, for meritorious achievement in Korea from 26 Mar to 3 Apr 1953. Combat "V" authorized.

★ MEYER, George C., HN, USN, for heroic achievement in Korea on 13 Jul 1953. Combat "V" authorized.

★ MILLER, William S., HM3, USN, for heroic achievement in Korea on 23 and 24 Apr 1951. Combat "V" authorized.

★ MITCHELL, John J., LCDR, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from 15 Jul 1951 to 5 Jan 1954.

Bennington Crew Members Cited for Meritorious Action

The first group of some 300 crew members of *uss Bennington* (CVA 20) who have been recommended for awards have been cited for their meritorious actions during the explosion and fire aboard that ship 26 May 1954.

The group includes 109 who received Navy Meritorious Mast citations and 79 who received Letters of Commendation from *Bennington's* commanding officer. An additional 117 have been recommended for higher awards for their heroism.

The *uss Bennington* was en route from Norfolk, Va., to Quonset Point, R. I., conducting air operations 75 miles south of Newport, when a

series of violent explosions spread flames, flash fires, intense heat and dense smoke through the forward section of the ship and caused death or injury to more than 200 officers and men.

With the forward area below decks a shambles of twisted partitions and hot jagged metal, dark, and filled with dense smoke, crewmen immediately acted to rescue their trapped and injured shipmates, and to effect emergency damage control measures.

Bennington is now at the New York Naval Shipyard, Brooklyn, undergoing repairs and angled-flight-deck conversion.

HEROES—Officers and men of *USS Bennington* (CVA 20) receive commendations for action in disaster of 26 May 1954 from CO, CAPT W. F. Raborn, USN.

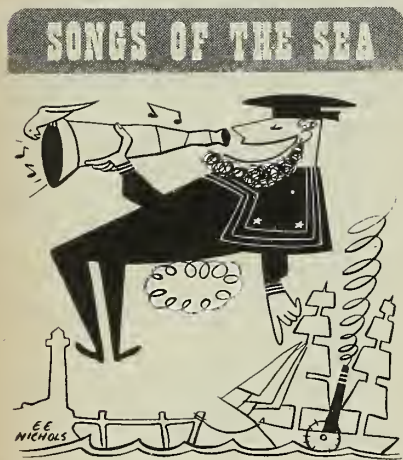


BOOKS: VOLUMES FOR THE HOLIDAY SEASON INCLUDE ADVENTURE, EXPLORATION

SANTA CLAUS, with the help of the BuPers library staff, is bringing a bagful of books to ship and shore libraries in time for the Christmas holidays. The latest volumes include books on travel, exploration, contemporary history and autobiography.

• **Sea Devils**, by J. Valerio Borgheze; Henry Regnery Company.

During World War II, the Italians developed and used to good advantage the "human torpedo" and explosive boats. Underwater demolition teams and midget submarines took their toll of British vessels. This is the story of their origins, development and wartime exploits—written by the man who not only came to command the units but who had taken part in many of the actions.



Oh, I Am a Merry Sailor Lad

Oh, I am a merry sailor lad, with heart
both light and free,
I highly prize my gallant ship, I love the
deep, blue sea.
Where bounding billow rears its head to
play with tempest cloud,
Where storm's deep voice comes o'er the
main, in murmurs hoarse and loud.
Hurrah! Hurrah! Hurrah! I love, I love, I love
the dark blue sea;
I love, I love, I love the dark blue sea.
To see the vivid lightning play around me
bold and free
Yet some will love the dull, tame shore,
but an ocean life for me.

Old Forecastle Song

Lots of adventure, examples of daring and ingenuity. Illustrated.

★ ★ ★

• **Soldier of Fortune**, by Ernest K. Gann; William Sloane Associates, Inc.

Louis Hoyt, soldier of fortune and world traveler, told his wife he was going to die "as a result of one of three things." When he was listed as "presumed dead" in Red China, his wife, Jane, went to Hong Kong to try to locate him. Plenty of action and intrigue in this suspense-filled novel by the author of *The High and the Mighty*.

★ ★ ★

• **The Ramayana**, told by Aubrey Menen; Charles Scribner's Sons.

One of the great epics of Hindu literature—the story of the young Prince Rama, forced into exile through the intrigue of his enemies—is retold in this volume. Rama's adventures—living in a hermitage, fighting a war, losing a wife—are recounted with a mixture of humor, heroics and satirical wit. Good reading.

★ ★ ★

• **The Year the Yankees Lost the Pennant**, by Douglass Wallop; W. W. Norton and Company, Inc.

A bleacher-style fantasy about one Joe Boyd, a tired, middle-aged fan of the Washington "Senators," who becomes the greatest outfielder of them all—after signing a pact with the Devil. Lots of good fun in this light-hearted yarn about baseball life.

★ ★ ★

• **Jonathan Blair: Bounty Lands Lawyer**, by William Donohue Ellis; World Publishing Company.

Historical novel on American frontier life in the 1820s, dealing with the struggle of settlers with their land, unstable currency and the Indians. There's more than a good measure of schemes and counter-schemes in this action-packed tale. The book is based on the manipulations of a real-life frontier attorney, Charles Hammond.

• **Spies for the Blue and the Gray**, by Harnett T. Kane; Hanover House.

A collection of spy tales with a varied cast of characters, both Union

and Confederate, male and female. You'll read about a quiet Quaker schoolteacher who slipped information to a Union officer, an actress who turned her talents toward espionage and dozens of others. Exciting reading.

★ ★ ★

• **Tales of the African Frontier**, by J. A. Hunter and Daniel P. Mannix; Harper and Brothers.

Here is a series of accounts of the explorers who probed the African frontier, who laid the groundwork for the development of the Dark Continent. You'll get your fill of adventure in this volume, the pages of which are populated with primitive tribesmen, wild animals and daring adventurers. Illustrated.

★ ★ ★

• **The View from Pompey's Head**, by Hamilton Basso; Doubleday and Company.

Contemporary novel concerning a young lawyer who returns to his home town, Pompey's Head, to unravel the mystery of funds seemingly misappropriated from an author's royalties. Anson Page, the lawyer, finds himself involved in more than mere misappropriation of funds in this absorbing novel.

★ ★ ★

• **The Middle East**, by Halford L. Hoskins; The Macmillan Company.

Here's a contemporary study of the Middle East and its significance for the western democracies. Such problems as the partition of Palestine, the Anglo-Iranian oil dispute, latent Arab nationalism and the all-important control of the Suez Canal are discussed in detail. Authoritatively written by one who has devoted 30 years to the study of international affairs.

★ ★ ★

• **A Treasury of Mountain Stories**, edited by Daniel Talbot; G. P. Putnam's Sons.

Best-sellers such as *Annapurna* and *The Conquest of Everest* led to this anthology of tales on mountaineering by such writers as H. G. Wells, James Ramsey Ullman, Guy de Maupassant, and A. F. Mummery. Locales for the exploits range from the Alps, Caucasus, Himalayas, and Rockies all the way to a mythical mountain. All but two of the stories are fiction. Good reading for those few minutes before sack time.



Sons of Gunboats

They looked like pirate ships, sounded as though they were falling apart, carried pets like baboons and fighting cocks and ran after rain squalls to catch some fresh water, but the picturesque river gunboats were built for the job at hand — chasing bandits.

From *Sons of Gunboats* by Commander Frederick L. Sawyer, USN (Retired); published by U. S. Naval Institute, Annapolis, Md., with copyright 1946. Published with permission of the copyright owner.

At the end of the Spanish-American War, the Americans in the Philippine Islands found themselves faced with a problem inherited from the Spaniards—a smoldering insurgent uprising.

The job ashore of preventing the islands from falling into the hands of bands of lawless "insurrectos" was mainly an Army responsibility, but there was a big assist from the Navy and the Marines.

This is an account of the little known job of one unit of the coastal forces afloat. The Navy's mission consisted mainly of blockading ports and coasts, shelling fortifications, taking possession of captured towns, sending occasional landing parties ashore to help the troops, convoying transports, aiding in disembarking troops and making up charts as they went to take the place of inaccurate ones then in use.

The Navy, to carry out its blockading and shore support duties, operated a weird looking bunch of coastal vessels, many of them won from the Spaniards. Of shallow draft, they could move close inshore and even navigate the larger rivers. But they were pretty much hung together with bailing wire and a prayer and were anything but typhoon-proof.

By wintertime 1899, the main insurgent force had been shattered by the United States jungle campaign and guerrilla resistance was confined to a relatively few

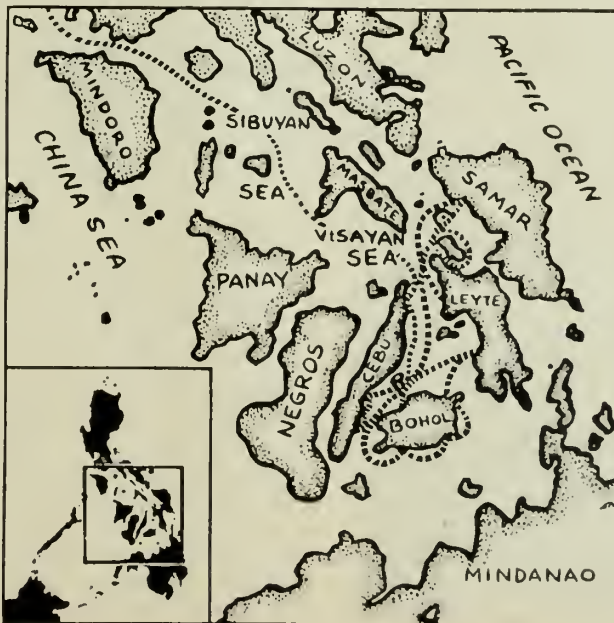
islands. Two years later, after continued pressure on the rebels, U. S. forces captured the rebel leader Aguinaldo and the back of the movement was broken.

The fighting was tough while it lasted, and in addition the American forces had to cope with difficult terrain and uncharted waters.

Here in this book supplement, in the words of one of these "Sons of Gunboats," is the story of the adventures of USS Panay, as told by Commander (then LTJG) Frederick L. Sawyer during his tour as Panay's commanding officer.

ON A MAY MORNING IN 1900 I proceeded to the Navy Yard (at Cavite) and assumed command of the USS Panay relieving Ensign Harris Laning, a splendid young officer, who rounded out his career as an admiral commanding the battleship force.

Undergoing repairs is a necessary but disagreeable experience, and we were eager to get to sea again. The cruising stations of the Philippine gunboats, unlike Caesar's Gaul of three parts, were divided into four districts. These were (1) the Island of Luzon, (2) the Island of Panay, Mindoro, Palawan and Occidental Negros, (3) the Morro country of the Sulu group and southern Mindanao, and (4) the district of my assignment which comprised the Visayas Group, consisting of the islands of Cebu, Samar, Leyte, Bohol, Oriental Negros and northern Mindanao extending from the Strait of Surigao to the Pen-



Sons of Gunboats

insula of Dapiton. This district included hundreds of smaller islands and extended north to the Strait of San Bernardino which was generally considered the most desirable of the four stations.

We were all delighted when our orders came to proceed to the latter station.

Here a brief word as to officers and crew is in order. Our complement consisted of myself as commanding officer, then with rank of junior lieutenant, one midshipman, and 33 petty officers and men. All were young, nineteen to twenty-eight years, except the chief machinist's mate, our chief engineer, a hoary veteran of thirty-five.

ALL THE NAVAL PERSONNEL of that day were volunteers. Our sailors were a hand-picked band of young Americans, for enlistments at that period were carefully culled and only about one in five applicants for enlistment was accepted. All were enthusiastic for the new strange adventures so different from the peace routine of a large man-of-war.

It was my good fortune to have as my midshipman James W. L. Clement, USNA class of '99, who had been my shipmate on the *uss New Orleans*. He requested this duty on the *Panay* and I was happy to approve.

As executive officer, Midshipman Clement soon had the ship thoroughly cleaned, bright work shining, and everything well secured for sea, and we then went through emergency drills, general quarters, fire drill, and abandon ship in man-of-war style. Our battery consisted of a 6-pounder 57mm Hotchkiss bow pivot gun, two long 37mm Hotchkiss guns in broadside, one 37mm revolving cannon pivot gun astern, two Gatling guns at either end of the bridge, and two Colt automatic 30-caliber guns with shipmounts and also portable boat mounts which we had ourselves improvised. A complement of the regular service Krag-Jorgensen rifles and Colt .38 revolvers completed our somewhat museum-like arsenal.

A NUMBER OF CUTLASSES for boarding gave us a final piratical touch. By good fortune our departure came on a perfect sailing day, blue sky flecked by white clouds, a smooth China sea, Taal Volcano to port had the smoking lamp lighted, and to starboard Mindoro with 8500-foot Mt. Halcon rivaling Fujiyama in symmetry. On the bridge Midshipman Clement quoted the old Navy saying, "Who would not sell his farm to go to sea?"

"The Sons of Gunboats," acting under general instruction of the commander in chief and carrying out the general orders of the supreme command, were usually very much their own masters, and their movements were seldom interfered with.

Our first cruise was planned to circumnavigate the Island of Cebu, visit occupied ports, and suppress any illicit commerce encountered. July 6 we sailed to the southward calling at Talisay, Carcar, Sibogna, and Argao.

My classmate, Lieutenant (junior grade) Frederic R. Payne, commanding the *uss Pampanga*, had in some way learned of our presence in Cebu and sent the *Panay* the

following urgent message, "Your help much needed here. H--- of a lot of fighting in Samar."

Plans were immediately altered, the *Panay* filled coal bunkers and took departure for Calbayog, Samar.

On account of insufficient troops the Army was obliged to assume the defensive in Samar, occupying the principal ports of Calbayog and Catbalogan.

THE ARMY HAD AT FIRST established several small posts; one of these, Katubig, on the river of the same name, lies in northern Samar near the Strait of San Bernardino. This post had been attacked a short time before. With a garrison of but two sergeants and thirty-one soldiers, the attack was suddenly made by 600 bolomen with 200 rifles and a cannon. The post was burned out and fourteen of our force killed when they endeavored to withdraw down the river. After killing 200 of the enemy, the small surviving force was finally rescued.

The leader of the Samar insurgents was Lukban, a Bicol tribesman, who was cunning and ruthless, among his orders being the murder of all Chinese in the towns. The insurgents' success at Katubig had emboldened them to make frequent guerrilla attacks upon the garrisons of Calgayog and Catbalogan.

A short time before an attack had been made with the object of assassinating the officers at Calbayog. This enterprise was undertaken by a band of bolomen who had been persuaded by fanatical religious leaders that by wearing amulets containing "anting-anting" (a "magic" powder—Ed.) they were rendered invisible. These crazy ideas seem incredible to Americans, but depending upon their invisibility they rushed past the sentry, they reached the officers' quarters and inflicted several casualties before being brought under fire and killed.

The bolo is a dangerous weapon having a heavy blade of about two feet length and is capable of beheading a man at a single stroke. It is a formidable weapon at close quarters and it does not misfire.

The small American garrisons were always living under the menace of sudden attack and part of the duty of the gunboats was to assist with their battery and machine guns whenever possible.

July 15 the *Panay* overhauled *Salvation*, a *banca* from Santa Nino for Calbayog with a cargo of rice and tobacco. She had illegal papers which were seized and turned in, but she was bound for an occupied port and acting in good faith she was released.

WE STOOD INTO AN ANCHORAGE off Calbayog. At 4:00 P.M. the insurgents opened fire on Army outposts. The *Panay* got underway, stood as close inshore as soundings permitted, and shelled Polycarpo and hills where insurgent trenches were located, expending thirty-eight 57mm shells, fifty-three 37mm shells, and 500 rounds of machine-gun ammunition. The following day about 11:00 A.M. we sent an armed boat and captured a *banca* heading into Polycarpo and destroyed it. The following is quoted from the *Panay* log of the same date:

"About 3:00 P.M., firing was heard on shore to the southeastward of Kalbayok. *Pampanga* commenced firing immediately. *Panay* at once got underway and stood in shore reserving fire until certain of objective. Army

then signalled that a squad was out, and reinforcements were being sent. Armed boat with Colt gun mounted was sent in by *Pampanga*, followed by one from *Panay*, former commanded by Midshipman Yates, latter commanded by Midshipman Clement, to assist and cooperate with Army.

"*Panay* stood in to about 1000 yards of the shore and worked slowly along shelling it in advance of the boats. Armed boats communicated with the Army and at its request moved cautiously along the beach at from 200 to 300 yards.

"Army being lost to view *Panay* hoisted General Recall and wig-wagged recall letter agreed upon from aloft, blowing whistle to attract attention to signals. Latter not being observed, armed boats proceeded along shore until opposite Karayman when sharp fire was suddenly opened on them from trenches close to the beach. Fire was returned by boats with small arms and Colt guns at the same time working offshore. Both Colt guns soon jammed so it was impossible to clear them. Fire was continued with rifles.

"When boats were clear of range *Panay* opened fire with 6-pounder and 1-pounder to assist them. Boats worked slowly out of range, and returned to *Panay*. There were two casualties in *Pampanga's* boat: G. Howard, GM, 1c, seriously wounded in left side and A. F. Forbeck, Sea., in left hand and arm. No casualties in *Panay's* boat. Expended 17 6-pounder, 4 1-pounder and 375 6mm. At 8:00 P.M. *Pampanga* got underway and proceeded to Katbalogan with Howard, it being necessary to perform an operation on him which could not be performed here."

THE SKELETON STATEMENT IN THE LOG requires some additions to make this event clearer. The shore line here is shoal and shelving so slowly that the *Panay* could not navigate closer than about 1000 to 800 yards. Mangrove thickets lined the shore with numerous native fish weirs built into the water 200 or 300 yards off shore.

With a long glass the progress of the Army skirmish line could be seen along the beach, but when contact between the boats and the Army skirmishers could no longer be observed, the effort to recall the boats was made, but unfortunately not immediately seen and obeyed. The insurgents in their trenches, concealed by thickets and not under attack by the Army, had a clear target. They must have been well supplied with rifles for their bullets struck about the boats like heavy rain, and some of the boats' crews leaped overboard as the water was wading depth to help run the boats farther off shore.

The *Panay* opened fire immediately, the whole action being a matter of seconds, and fortunately the bursting shells drove the enemy, who had leaped from their trenches, back to cover so quickly that their fire ceased.

The *Panay* and *Pampanga* were of course too small to rate a surgeon. The commanding officers were ex-officio the medical officers. First aid by bandages and an injection of morpine was available and administered, but the nearest aid was an Army surgeon at Catabalogan. The *Pampanga* was accordingly dispatched with all speed carrying her wounded there and at 1:00 A.M. the surgeon performed an operation upon G. M. Howard. The Mauser rifle bullet had shattered a vertebra and

in spite of the surgeon's skill he died on the operating table.

Lieutenant Payne, with Army escort and the *Pampanga* guard of honor, read the burial service and gave our comrade a military funeral. The wounds of Seaman A. F. Forbeck were less serious and he recovered. Curiously, the rifle bullet had made four wounds, passing first through his hand, and then through his shoulder at the biceps. He was evidently aiming his rifle when struck. The following day, having observed some insurgents near Kaibiran, we opened fire and shelled them until they disappeared.

A NARRATIVE OF THE SONS OF GUNBOATS would be incomplete without describing in some detail the life on board. Food is of prime importance in armed forces to maintain health, efficiency, and morale. Our gunboats were equipped to carry sea rations for three months, but consisted of non-perishable articles of food such as salt pork, "salt horse" or beef, beans, rice, flour, etc. No refrigeration was available.

In our unofficial counsels of war, Payne and I decided to feed our crews on fresh foods whenever possible so long as the natives kept their health. The various islands usually had a sufficient amount of *camotes* (a large yam or sweet potato), chickens, pigs, and tropical fruits such as bananas, mangoes, coconuts, etc., and the *Presidentes* of several *barrios* were instructed to gather and exchange these articles for a liberal amount of the precious rice. Fair exchange is no robbery, and we were always careful to give double value in exchange.

To avoid long delays we instituted an exchange by signaling our needs by means of flags before arriving in port, using for these hoists international signal letters directing these *barrios* to have ready food for exchange according to our needs and the *Presidentes* were given crayon copies of these flags. For example, international letter "A" was the chicken flag, "B" the pig flag, "C" camote flag, "O" fruit flag—bananas, mangoes, coconuts, etc. By this means our crews during the many months of service scarcely touched our Navy stores except such staple articles as beans and flour. The health of our crews was kept good and the natives were better fed.

As has been mentioned before, the *Presidente* was held to the duty of reporting on board. This was an old

USS *MINDORO*, one of gunboats used to combat insurgents, shown resting on marine ways at Cavite Navy Yard.





SEARCH for guerrilla fighting 'insurrectos' is made by men of USS Vicksburg, under Cadet William McEntee.

Spanish custom which the gunboat captains were punctilious in enforcing. Failure to do so was interpreted as a sign of hostility, and the inhabitants in that event deserted the *barrio* and disappeared into the bush.

OUR WAR COUNCIL HAD NOT YET HEARD of vitamins, but we were well aware of the danger from prolonged sea-stores diet. Magellan's crews were decimated by scurvy and the spread of the British Empire was due in no small measure to the discovery of lime juice as an anti-scorbutic, and the seagoing term of "lime juicers" is still used in the jargon of the sea to designate British merchant sailors. In any event, our approach to these *barrios* even before letting go anchor was marked by native *barotas* filled with feathery clouds of chickens, squealing young porkers, *camotes*, etc., as signalled, rice exchanged and anchors aweigh.

The *Panay* always had a quartermaster or other petty officer on the bridge lookout with Gatling and Colt machine guns ready as well as rifles. Another sentry stood by the 37mm aft, and a third sentry was stationed as lookout forward at the 37mm bow pivot gun. In addition each of the crew had his loaded Krag rifle at hand, as well as cutlasses and Colt revolvers.

The captain always slept on an Army cot on the poop deck with a Krag and Colt alongside. In addition, each night the black watch led out a steam hose to further discourage boarders. As the *insurrectos* went barefoot we strewed tacks along the deck at night, for any boarders who succeeded in reaching the deck would discover this new method of attack.

General Quarters would take about two seconds with all hands firing, and the man-of-war *Panay* would be literally a ball of fire. Much to the regret of our crew, no attack was ever made, and our young husky pirates never had a chance to swing a cutlass. Aboard our pirate gunboats "we kept always de eye ope."

THE CRUISING REPORT OF THE *Panay* for the month of August shows that during that month *Panay* spent eighteen days at sea and thirteen days in port and had captured thirty-seven vessels of which twenty-five were destroyed. A considerable part of the thirteen days in port was spent in cooperating with the Army, shell- ing snipers and in small boat expeditions.

News had been received of an insurgent attack on our garrison at Ormoc, Leyte, and at daylight the *Panay* was once more under way for that port.

Communications with the post commander disclosed that his small garrison of perhaps 75 men were in a state of exhaustion due to the constant sniping and threats of attack from large bodies of insurgents. Most of the inhabitants had fled the town, which at that time had a population estimated at 10,000. The captain of volunteers commanding the post did not feel that his forces were strong enough to take the offensive and the *insurrectos* had become increasingly bold in consequence.

We planned a scouting expedition for next morning.

While this was going on we were astonished to see a platoon of insurgents marching along the sand beach in plain view about 2500 yards south of Ormoc. After about one second to recover from our astonishment we sent some shells screaming among them. Incredible as it seems to us, they were doubtless convinced that their "anting-anting" rendered them invisible. The shells evidently shook their confidence in their invisibility for in about two seconds after the first shell struck the sand they were invisible to us.

Each night they had been accustomed to approach close to the town through a bamboo thicket along the southern shore line. Accordingly, our two boats were lowered after nightfall, machine guns mounted in their bows, and with muffled oars they pulled in close to shore, the night being very dark. Nothing happened until about 9:30 P.M., then the boats under Midshipman Clement could catch glimpses of extremely dim lights moving stealthily through the bamboos.

Here there is a fixed custom to carry some light at night. They cut a joint of bamboo about six inches in diameter, scrape it thin as horn so the walls are translucent, and inside coconut oil and a pina wick give a faint glow, and this was what they carried. When a bullet strikes a bamboo thicket each joint penetrated explodes so that a single bullet sounds like a volley.

After watching this eerie firefly brigade filter through close to the town, Clement suddenly opened up with his machine guns; 600 shots per minute from each sounded like 6000. Perhaps the *insurrectos* are running yet, or at least until they reached the Pacific Ocean.

At any rate, the town had a quiet night and a good sleep. The hollow-eyed post commander told us it sounded like 10,000 of his dear old mother's sewing machines back in Tennessee.

OUR AGGRESSIVE ACTION APPEARED to take the fight out of the insurgents and for the following two days no attacks whatever were made upon the town and the *Panay* fired only at what appeared to be lookouts occasionally showing themselves to the southward.

Those were busy days, and General Hare [Brigadier General Luther Hare, USA, Commander of the 4th District] spared no effort to make contact with any *insurrectos* who could be reached by water.

General Hare had received information that a leader of the insurgents was at Villareal, Samar, with a small force, and planned to send a surprise force there at night with the aid of our gunboats. Every effort was made for secrecy as information usually spreads through native runners despite every precaution.

Just before midnight November 13, all hands were called and boats sent ashore for troops. The *Panay* took 83 soldiers on board and the *Mindoro* an equal number. Captain Kennon was commanding the Army forces. Shortly after midnight we were underway proceeding to Bantayan via Zumarraga Channel. The greatest precautions were taken against detection from shore. However, one careless soldier attempted to light a cigarette during our passage, and although still several miles off shore he was immediately clapped in irons.

Our anchor was eased down and the chain bit to avoid any noise in anchoring, and our oars were muffled. Our boats, equipped with machine guns and aided by large towing barges, soon landed the 160 men. When Midshipman Clement returned, he reported a large *banca* at anchor directly at the landing place. He was ordered to complete the landing and then to tow the *banca* out. The latter was made fast astern of the *Panay* about 3:00 A.M. and our armed boats were sent in to flank the Army.

The sentry aft by our revolving cannon was told to report to me if any of the *banca's* crew stirred. Just before dawn he reported some noise in the *banca*. Soon the after-hatch cover was slid open and a head appeared for a second, then instantly ducked inside, where a noise like an angry hornet's nest was heard. One by one other heads bobbed up and down. They could not believe that while they peacefully slept a force of 160 soldiers had been landed alongside them and that they had been cut out and towed three quarters of a mile without waking. This episode speaks well for Clement's efficiency in landing operations.

November 24, the *Panay*, *Mindoro*, and Army launch *Albert* with *lorcha* together embarked about 300 troops, and at 7:30 A.M. were underway for the delta of the Gandara River. Here we sounded out the entrance to the river and found it was impossible to enter until the night high tide. The day was spent in surveying and marking the channel with stakes.

SHORTLY BEFORE MIDNIGHT THE SIGNAL was made to get underway, and our task force proceeded in column, the *Panay* leading into the mouth of the river. Midshipman Clement in the *Bennington's* launch remained within hail and sounded ahead. Upon rounding a bend in the entrance, the steam launch hailed and reported that the insurgents had built an obstruction across the channel. This consisted of multiple rows of bamboo piles.

War is like that. Generally the unexpected happens and the solution is frequently doubtful. However, to withdraw spelled defeat, so remembering Farragut's famous remarks about the torpedoes, we prepared to ram. Ahead full speed, the *Panay* struck the obstruction and forced her way through, signaling the *Mindoro* and *Albert* to follow. In forcing the dam we had bent one blade of our port propeller. We hoped that we would now find a deeper channel, but the dam had created a bar across the river, and in spite of our best efforts, the *Panay* grounded a few hundred yards inside the barrier.

The tide had already set strongly ebb. After consultation with General Hare at 2:00 A.M. we decided to send out all but a lieutenant and 34 men who were retained to aid in case the *Panay* were attacked.

The next task was to arrange if possible for re-floating the *Panay* at the next full tide. As the tide went out, the *Panay* was exposed like a stranded whale and, in an effort to appear optimistic, the harassed captain, after stationing men at the guns, "landed" the remainder of the crew alongside and set them to work scraping the barnacles from the ship's bottom and then painting the bottom with anti-fouling paint which some of our enterprising crew had acquired long before at Cavite Navy Yard. The bent propeller blade was swaged nearly into shape.

Our plans contemplated floating the vessel if humanly possible but in any event defending her with our own crew assisted by a detail of soldiers. After nightfall we withdrew the troops from "Fort Panay," and 24 additional soldiers were sent in after nightfall to reinforce our "Marine Guard." All possible preparations were made for launching. With ill-concealed anxiety we watched the tide rise. Meanwhile we had marked the openings in the dam with white cloth and lanterns, and raised full steam pressure. We checked each inch of rise, and shortly before midnight with full speed on both engines and heaving our anchor we felt ourselves again afloat. With the greatest care we struck the gap in the dam, and like Omar Khayyam "came out the self-same door wherein we went."

(The only one of the fifteen gunboats lost in the Philippine War was the tiny *Urdeneta* of fifty tons. She was caught in the delta of the Pampanga River where she was unable to turn and was attacked by a large force of *insurrectos* from the dense wooded banks. She fought until her commander, Midshipman Wood, and half her crew of eight men had been killed. The surviving four sailors endeavored to escape but were captured.)

Upon reaching good water again, we found the remainder of our task force had also gotten afloat on the tide. General Hare decided to land his troops at that port, and the *Mindoro* and *Albert* were dispatched thither for that purpose. The *Panay* together with the *Mindoro* and *Albert* landed 125 troops and 32 bearers off Turangan for a hike into the interior and patrolled the landing with armed boats. Two days later the expedition was re-embarked and returned to Catbalogan, thus ending our Gandara River expedition.

MAIN INSURGENT forces were shattered in winter of 1899. Photo shows Plaza of Abarri, after the surrender.



TAFFRAIL TALK

NAVYMEN MAY BE A MODEST LOT— but not where their ships or records are involved. No sooner had the record of *uss Grouper* (SSK 214)—of ComSubLant—been published in a local station paper than *uss Sea Fox* (SS 402)—of ComSubPac—pointed out that she had outdone her Atlantic sister in three of the four claims made by *Grouper*.

"The crew of *Sea Fox* will tip their collective hats admiringly and will graciously bow out of the limelight to any submarine who can beat these records," said *Sea Fox's* CO, "BUT . . ."

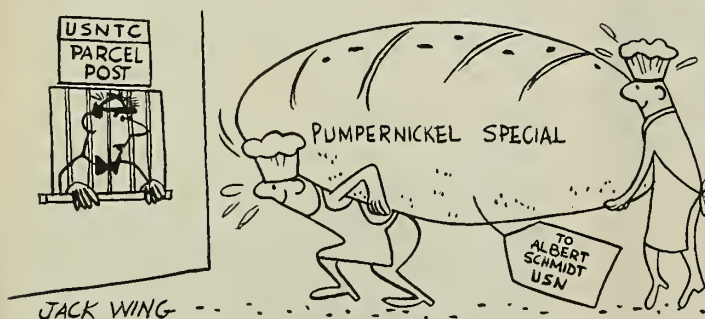
Sea Fox, during a recent one year period, was submerged for a total of 1478 hours, 44 minutes, compared to *Grouper's* 1114 hours, 45 minutes. During 5576 hours underway, *Sea Fox* cruised 37,977 miles to *Grouper's* 26,624 miles in 3509 hours. However, *Sea Fox*, in outdoing *Grouper* in total hours submerged, underway and distance cruised, fell 42 hours short of *Grouper's* record for the greatest duration of one dive. *Grouper* was down 200 hours, 35 minutes. *Sea Fox* had important business elsewhere after 158 hours, 36 minutes.

Any other challengers?

★ ★ ★

Nor do Navymen always choose to advertise their generosity. Men of *uss Northampton* (CLC 1) didn't bother to mention it, but the grapevine tells us that, the day after the *Bennington* tragedy, one of the vessel's boatswain's mates asked to see the CO. "Captain," he said, "the crew has collected \$500. Would you send it to the *Bennington* and tell them to use it as they see fit?" We also heard, by accident, another typical example of Navy generosity, a "tarpaulin muster" by the crew of *uss Delta* (AR 9) for the March of Dimes. After each man tossed his contribution into a tarp stretched across a frame, the fight against polio was \$185.33 stronger.

Incidents such as these give point to Bill Miller's comments, quoted elsewhere in this issue.



JACK WING

You've frequently heard of letters from the folks at home running to unusual lengths. However, when San Diego's homesick recruit Albert Schmidt wrote home for a small loaf of bread from the corner delicatessen, his elder brother had the crust to send him a seven-foot loaf.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: 'HIGH AND DRY'—This striking photo of a cruiser in drydock was taken at night by Henry G. Jordan, PH1, USN, at Naval Base, Philadelphia, Pa. This was one of the entries in the All-Navy and Inter-Service Photography Contest (see story, page 35).

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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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